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# BRIDGING THE YEARS IN DENVILLE

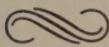
by C.M. toeLaer



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**Bridging  
the  
Years in Denville**

*A History of Denville Township  
State of New Jersey  
1634-1963*



By  
**Charles M. toELaer**

With Extracts From  
**DENVILLE DAYS - 1955**  
Mildred Lawrence Gill

*Chuck Joe Sauer*



*Published by  
Denville Anniversary Committee, Inc.  
Township of Denville*

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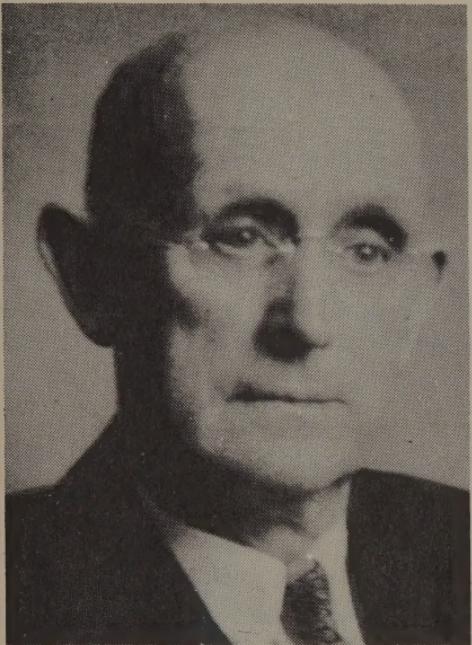
Our sincere thanks go to all who helped by providing pictures, information, old letters, ledger books, minutes of old meetings, diaries, old newspaper clippings, items of interest for photographing and ideas for us to follow up to make the book as complete as possible. The names would fill several pages so we have elected to give credit with each picture as it appears.

Our particular thanks go to Mildred Lawrence Gill for her permission to use so much of her material from "Denville Days" and the material she accumulated after her book was written.

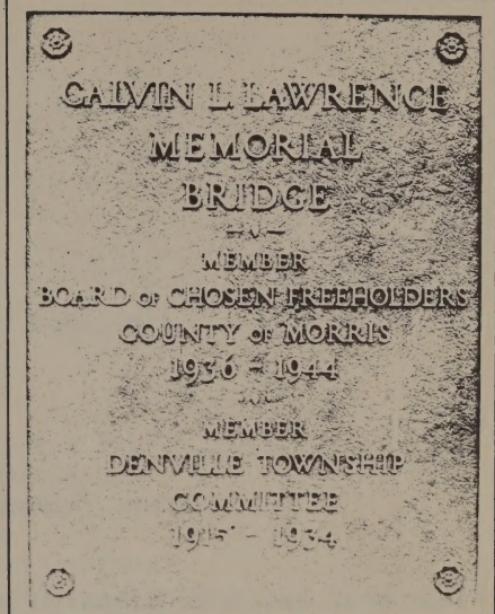
Our thanks also go to Helen Smith Moorhead for her painstaking review of the final copy because grammar and punctuation are not one of the author's favorite subjects.

To my wife, Mary L. toeLaer, I wish to express my appreciation for her editing and typing, but particularly for putting up with me during the sixteen or eighteen hours a day that were devoted to the book.

Our thanks also go to John L. Haase for his help in arranging and planning the book. It was through his efforts that we were able to complete the book in time for our Golden Anniversary celebration.



The late Calvin L. Lawrence



Plaque on Rockaway River Bridge  
Diamond Spring Road

## Dedication

This book is dedicated to the memory of Calvin L. Lawrence, father of Mildred Gill, who served Denville Township from its inception until 1935, when he became a member of the Board of Chosen Freeholders of Morris County, serving five years with the Board of Education when we were still in Rockaway Township. He "moved with the land" and served on Denville Township's Board of Education. For 14 of the 19 years as a member of the Denville Township Committee he served as Chairman.

This book is also dedicated to the parents and grandparents of many of our life long residents of Denville Township who traveled by foot and horseback to distant parts of Rockaway Township so that the Denville and the Union Hill sections of the Township would enjoy truly representative government and not be victims of taxation without representation.

The book is dedicated to the children in our schools who seem to have a sincere interest in what life was like in the olden days.

## ***Foreword***

This book has been prepared under the auspices of the Denville Anniversary Committee as a history of the area in which we live. It is hoped that the readers of the book will communicate with the author providing additional information so that the next edition may be even more complete. Much of the text is extracted from "Denville Days" written by Mildred Lawrence Gill and edited by Helen Moorhead in honor of the 125th Anniversary of Public Schools of the area in 1955. Fortunately much additional information has been obtained by Mildred Gill and the author since that time, and Denville Township has experienced so much growth that a revision and updating for our Golden Anniversary Celebration is appropriate. The text will never be complete without the help of all of the readers.

Our school children ask "What was it like in the 'olden' days?" "What did people do?" "What did they eat?" "How did they travel?" "What did our town look like?" Many of these same questions are asked by the many residents who have moved to the "country" from the big cities. But they have different questions too, because a scant 20 years ago Denville was not listed with the communities with a population of over 2500 people in the U. S. It is our sincere hope that young and old alike will enjoy reading these pages as much as we have enjoyed preparing them, and will come to an understanding thru words and pictures of those who have gone before us and started the building of the life we enjoy today.

Most of the photographs in the book came from the personal albums and prized collections of people as far as fifty miles from Denville. These contributors to the book permitted me to come into their homes and rephotograph their pictures. They are given credit below the picture for those which they allowed me to copy. All other photographs in the book were taken by the author. These are not indicated under the individual pictures. If any one chooses to copy any of these pictures the author would appreciate a credit line.

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# CHAPTER I

## Life in the Early Days

### *Indian Settlements*

Our town, like so many others in our country, just grew because of location or circumstances -- No one toured the country side and decided that "here would be located a township and that it should be named Denville" -- Our history is the history of a wild and unsettled land inhabited only by the wild things of field and stream. Indians called the land we know as New Jersey - "Scheyechbi" or the "land between the waters."

The Lenni Lenape Indians roamed the woods and fields. The Indian name of Lenni Lenape signified, in their tongue, "the original people", a title they adopted under the claim that they were descended from the most ancient of all Indian ancestry. This claim was admitted by more than twenty other aboriginal nations who accorded to the Lenapes the title of "grandfather" or a people whose ancestry antedated their own. The whole nation was deeply embued with ancestral pride and they gave expression to the pride in their intercourse with the Europeans as well as in their attitude toward the other branches of the Indian inhabitants.

Groups of the Indians of the Lenni Lenape or Delaware tribe were known to the white race by their Indian names taken from the names of the rivers upon which they lived such as the Whippanong, the Pomptons, the Minnesink and the Musconetcong. They lived in little groups scattered through the hills and valleys, worked some of the cleared fields, planting corn and squash and gathering the wild natural foods that grew here. Young poke plants, dock leaves and dandelions were no doubt used as vegetables. Cranberries, huckleberries, blackberries, strawberries and many other wild fruits were plentiful. The early white settlers learned from the Indians to use many of these things too. Early families as well as the Indians hunted the forests for deer, wild turkey,



squirrels and rabbits .. The ponds, rivers and streams yielded fish, wild ducks and geese. Hunting then was not a "sport." Hunting was necessary to maintain life. Only that which was actually needed was killed. Big deer with curved antlers called "mammoth" roamed these hills.

The Indians had many herbs and cures for their ills. They tapped the maple tree and drank the sap on the theory that it gave life to the tree and would renew theirs. The sugar actually was rejuvenating much as we use it today. For headache and pain the Indians chewed willow bark, which is heavy in acetylsalicylic acid - the basic ingredient of aspirin. They used the bark of sassafras root as a blood tonic. Today it is used to increase perspiration. Indians chewed hyssop - (it grows today in the Tempe Wicke garden in Morristown National Park) - which recently has been found to be a natural source of penicillin. They used slippery elm for coughs and colds, and boneset to heal sore bones. Today it is used as a tonic and a diaphoretic. Witch hazel was used for aches and pains much as it is today. We learned much from the Lenapes.

Charles E. Willis in his book "Scouts of '76" says: "A man named Van Guilder and his son, discovered in a small depression which was filled with muck and only a short distance from the shore of Lake Hopatcong, the complete skeletons of five mammoth, three of full grown animals and two of calves. The skeletons were intact except for a few toe bones, and were sold to museums. Before the waters of the lake were raised by the dam, many teeth of the mammoth were found in the water near the shore when the Lake was low in the summer time."

The higher spots of our countryside were used for look-outs. Rock Etam on the hill back of the Lawrence farm in Union Hill was one of the chief look-outs and bears the marks of its Indian users yet today. To the south of this look-out in a field now owned by Will Ebeling's nephew-in-law, Robert Price, was a camping ground. For many years at ploughing time the earth yielded arrowheads and stone implements.

The Legend of Rock Etam is a part of Denville's early history. An Indian Princess fell in love with a white settler. She ran away with him and a companion. They were pursued by three "warriors." They hid in Rock Etam and the Indians were unable to track them because their tracks were covered by snow and the snow drifted across the entrance to the cavern. The searching party returned to the tribe reporting that the "rock ate 'em".





Contents of Rock Etam excavated by Arthur Peach Jr.



Indian Lookout on Rock Etam

Items found in the excavation of the area indicate that they spent considerable time there. Elks teeth, clam shells, a uniform button, bits of pottery, etc. are shown in the picture above.

Another look-out was on Bald Hill in the north section of Denville Township. The last Indians to live here were known as "Jonathan and his squaw"--a queer name for an Indian?--perhaps, but it shows the influence of white settlers. Could not the name have been learned from some early white family? According to Munsell's history of Morris County, records show that there was originally an Indian settlement on the old David Peer place in Denville, and one of the early settlers is reported as recollecting the last old Indian of a tribe formerly living in Rockaway Valley. This old Indian, Jonathan by name, and his squaw lived at Bald Hill near the Kitchel place at Cranberry Pond (by which Cedar Lake was formerly known.) This old settler said that he had been at Jonathan's wigwam often and that Jonathan and his squaw would occasionally come to the Peer place. Jonathan and his squaw belonged to a Southern tribe. They settled there long before the war and took sides with the British. After the war they were obliged to leave and so settled here. Jonathan and his squaw lived and died in their wigwam atop Bald Hill. There they were buried.

No doubt in our area there are many unmarked Indian graves. Lakeview School is supposedly built on one of these many burying grounds.

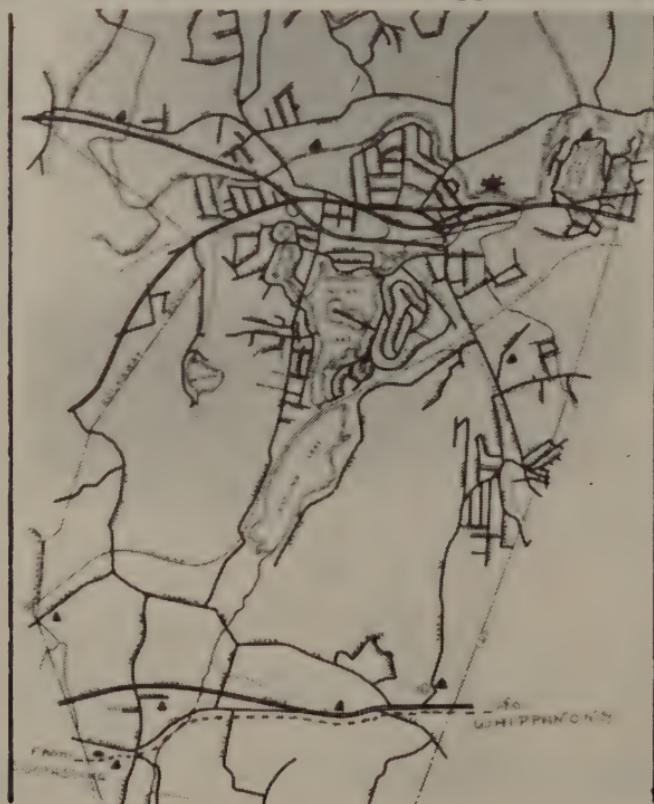
A note from "Scouts of '76" by Charles E. Wills says: "A skeleton of an Indian nearly 8 feet in length was dug up near the foot of Lake Hopatcong at the time the Morris Canal was built in the year 1832."

Arthur Peach, Jr. of Cedar Knolls, New Jersey, is an amateur anthropologist and a serious student of the New Jersey Indians.

It was he who collected the Indian relics from Rock Etam pictured on the previous page.. He has also prepared the map which shows the Indian trails and camping grounds in our Township. Just south of Rt. #10 is the main trail of the Indians of the area to their principal village on the south east corner of Rt. #10 and Ridgedale Avenue in East Hanover. Den Brook was the means of travel from their main land trail to the Rockaway River. This was long before Estling Lake or Indian Lake were built. There were campsites along the Rockaway and a village where the river was joined by Den Brook.

Camp sites were selected for availability of fish and game. They were not permanent but they did bring their families with them. Arrow heads and other Indian relics are not found in the woods where they lost them. Instead they are found in the camping grounds where a brave's possessions were left in his wigwam or wicki-up after he died. Indians of this area did not use tepees. Their homes were made of young saplings in a circle over which hides were fastened, with an opening at the top, and the door opening to the southwest for their fires.

Indians of this area did not use the fancy headdress of those of the southwestern part of our country. They were a sincere hard-working group who accepted the white men and did little to oppose their presence. The Indian population at its peak in all of New Jersey was probably under 2500. The Lenapes were given land in Burlington County which could not support them and later were



sent to a reservation in Michigan. Denville can boast of the fact that it has one resident who is a direct descendant of the Lenapes. Unfortunately when his mother was a youngster around the turn of the century her father, a full-blooded Lenape did not discuss it in the home and his many stories have been lost to posterity.



*Indian implements found at Cedar Lake and the Rockaway River from the collection of H. L. Barrett, Sr.*

From an old hand written ledger done by J. P. Crayon of Union Hill the meaning of many Indian names in this vicinity are given.

Mish-il-li-neck he pronounces Mack-i-naw, the last syllable rhymes with saw, while in spelling the word Mack-a-naw he pronounces Mishillimackanack.

Acquackannunk - Indian name of place where gum blocks were found for pounding corn.

Ho-bo-keh - Indian name for tobacco pipe.

Hack-en-sack - A stream that unites with another at low level.

Mus-con-et-cong - A rapid running stream.

Netcong - A contraction of same.

Nav-i-sink - Indian name for good fishing place.

Pis-cat-a-way - Getting dark.

Pas-sa-ic - Lenape Indian name for valley...Spelled in old deed 1687, Passick, 1688, Pisaic, 1718, Passak; 1719, Passyock. The river was called by the Indians Pach-sa-jeck, which signified flowing through the valley.

Pek-han-nek - Indian word for Pequannock meaning dark river.

Han-na or Han-veh - Means water in motion.

Le-chan-hanna - Original of Lackawanna.

Wi-hil-luck - Indian name for river, thus.

Lenape-wi-hil-luck (Delaware) river of the Lenape.

Mohican-wi-hil-luck (Hudson) river of the Mohican.

Scheyich-by (Shaik-bee) the general Indian name for New Jersey or land between Delaware and ocean.

Sha-by-a-ki, or shoreland so called by the Lenni-Lenape.

Hup-pa-chung, Hopatcong.

Kant-ka-wi-an-ning, Budd Lake.

Al-a-ma-tong, Allamuchy.

Wat-chung, Orange Mt. range also called Wat-shu-ung more correctly Wachtschu.

Pic-at-tina-na, Indian name for Mt. cut up in peaks and valleys, the name given to green pond, mountain range -- locally Picatinny Powder Works.

Min-ah-sin-ing - Indian name of place where the stones are gathered together -- locally Minisink.

Ar-ra-reek - Indian name given to Pompton Lakes.

Suck-ah-sin - Black Stone.

Suck-as-sin-ning - Place of blackstone, name given to Succasunna.

Zuk-ka-zun-ning - Succasunna was spelled by John Reading in 1713-16 in old deeds given by him - also in half a dozen different ways always commencing with 'Z'.

Sha-wan-guck - or Sha-wan-gung - Indian name usually given to Mountain - Webster pronounces Shon-gum. Indian words ending in 'uck' or 'ung' do not sound K or G - but a sound between, 'a' - usually has a broad sound 'aw'.

Wa-wa-am-da - Indian name for winding river, modernized to Wa-way, 'anda' broad 'a' on first syllable only.

Rar-i-tan - Forked River.

Rockaway - From Rockawack tribe of Indians, who encamped where village is located - name also given to river and mentioned in old deeds as Rock and Way.

Openaka - Modern Ninkey or Ninky, is name mentioned in deeds and surveys supposed to be the Indian name of the place - if so, probably an Indian Chief, as this was inhabited by the Rockawacks.

Whip-an-y - Indian name of Arrow Creek, more probably from the Whip-pan-nong tribe of Indians.

The Indians lingered here until about 1750. They then moved out of this section, but not out of the State of New Jersey. As late as 1832 an act was passed by the legislature authorizing the purchase from the Delaware (Lenape) Indians, who had then moved to Michigan, of their rights to all the territories of New Jersey. The Indian paths from one lake to another, and from the seashore westward, were the first roads and are often referred to in old deeds and land titles.

## *Early White Settlements*

The first white settlers to claim this land we now call New Jersey were the Dutch. However, in 1664 King Charles the II of England acted against the Dutch and took possession of the land. Finding themselves in conflict with the English in New Amsterdam (now New York City), they came across the river and settled first along the shores of New Jersey. When the settlers became more numerous they gradually ventured inland.

The original land grant for the area that now constitutes New Jersey was made by King Charles II of England to his brother James the Duke of York on March 12, 1664. He in turn granted it to two proprietors, John Lord Berkeley and Sir George Carteret on June 24, 1664. Carteret was born on the Isle of Jersey in 1599, thus the name New Jersey.

The two proprietors divided New Jersey into two separate but not clearly defined sections, until a division was made on July 1, 1676. Carteret died in 1680 leaving his estate to his wife thru executives of the estate. William Penn and eleven associates, mostly Quakers were the high bidders purchasing a large tract on February 2, 1682, for 3400 pounds. The Board of Proprietors of East Jersey still own land today as a stock company thus perpetuating the records.

William Penn's object in taking up so much land appears to have been to provide a place of refuge for the Quakers who were persecuted in England. He gathered them together and led them out of the land of persecution into this wilderness, -- a regular exodus into a new "Promised Land". Union Hill section of Denville was a part of this "Promised Land". For years a boundary line known as Penn's line was a landmark. A huge chestnut tree, cut down about fifty years ago, stood at the corner nearest the road of a cleared field just South of Union School. The line ran from this tree to a tree somewhere near the foot of Rock Etam hill below the point where Ted Payne's house now stands. No trace of this second tree could be found. State Highway Rt. #10 probably covers the spot today.

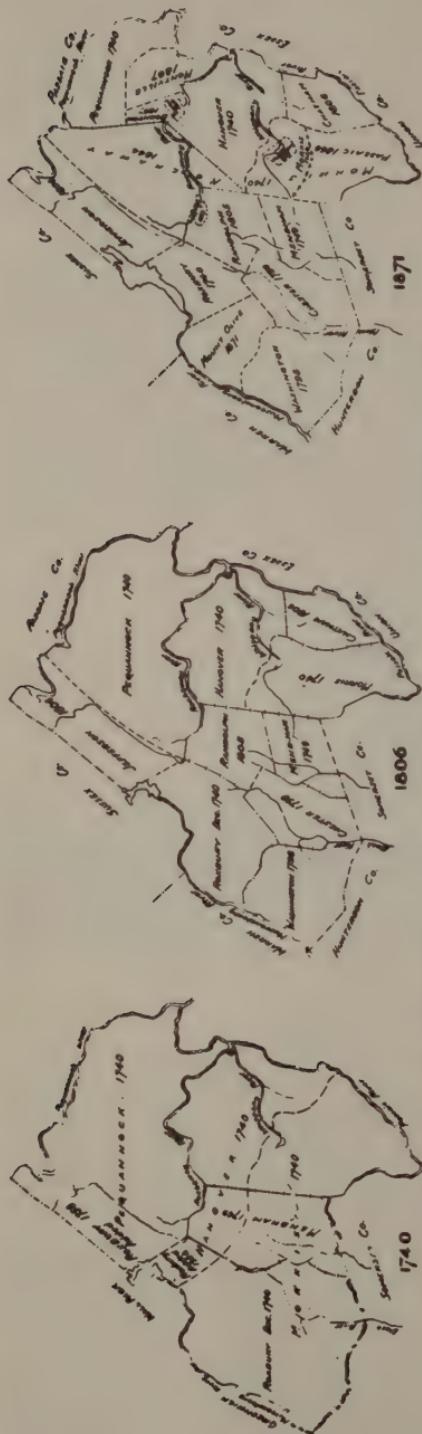


"Penn's Chestnut" - Union Hill

The earliest location of lands in the township appears to have been made by William Penn; the first of them dated the 23rd of August, 1715. The part of Rockaway Township included in these early surveys may be designated as Franklin, John O. Hill's farm, Pegeon Hill and the property known as General Wind's farm.

The history of our state shows division after division as more and more people came to the various sections.

The earliest white settlers to locate permanently in what is now Morris County were the Dutch who came from Pompton Lake. Closely following them were the sturdy New Englanders by way of Caldwell and Livingston. In 1710 a few families settled in Hanover and Whippany. The settlement in Hanover is believed to have given its name to the whole region and that the whole of Morris County, then a part of Hunterdon, was comprised of one civil township known as "Hanover".



## MUNICIPAL SUBDIVISIONS of MORRIS COUNTY 1740 to 1940 BOROUGHS

| TOWNSHIPS                            |                                      |  |                                    |                                    |
|--------------------------------------|--------------------------------------|--|------------------------------------|------------------------------------|
| HARVARD                              | PASQUANNOCK TOWNSHIP                 | WILLIAMSON                             | BUTLER                             | NETTONG                            |
| Formed from<br>Pascack<br>Twp 1807   | Formed from<br>Pascack<br>Twp 1807   | Formed from<br>Bridgewater<br>Twp 1803 | Formed from<br>Pascack Twp<br>1801 | Formed from<br>Hudson<br>Twp 1804  |
| Jefferson<br>1808                    | Passaic                              | Bridgewater<br>Twp 1803                | CHATHAM                            | 1804                               |
| Formed from<br>Hudson<br>Twp 1808    | Formed from<br>Morris<br>Twp 1806    | Formed from<br>Bridgewater<br>Twp 1802 | RIVERDALE                          | Formed from<br>Pascack Twp<br>1823 |
| CHATHAM                              | PEQUANNOCK                           | BRONXTON                               | MADISON                            | Formed from<br>Hudson<br>Twp 1804  |
| Formed from<br>Hudson<br>Twp 1808    | Formed from<br>Morris<br>County 1810 | Formed from<br>Bridgewater<br>Twp 1807 | Formed from<br>Hudson<br>Twp 1805  | Formerly Hudson<br>Twp 1804        |
| CHESTER                              | MENDHAM                              | DOVER                                  | ROCKAWAY                           | Formerly Hudson<br>Twp 1805        |
| Formed from<br>Hudson<br>Twp 1808    | Formed from<br>Morris<br>County 1810 | Formed from<br>Hudson<br>Twp 1805      | Formerly Hudson<br>Twp 1805        | Formerly Hudson<br>Twp 1805        |
| MONTVILLE                            | MILFORD HILL                         | MORRISTOWN                             | MORRIS PLAINS                      | WHARTON                            |
| Formed from<br>Hudson<br>Twp 1813    | Formed from<br>Rochester<br>Twp 1813 | Formed from<br>Hudson<br>Twp 1814      | Formed from<br>Hudson<br>Twp 1816  | Formerly Hudson<br>Twp 1805        |
| DENVILLE                             | ROCKAWAY                             | ROCKAWAY                               | ROCKAWAY                           | Formerly Hudson<br>Twp 1805        |
| Formed from<br>Hudson<br>Twp 1813    | Formed from<br>Hudson<br>Twp 1813    | Formed from<br>Hudson<br>Twp 1813      | Formed from<br>Hudson<br>Twp 1813  | Formerly Hudson<br>Twp 1805        |
| EAST HANOVER                         | MERRILL                              | MORRISTOWN                             | ATLANTIC                           | Formerly Hudson<br>Twp 1817        |
| Formed from<br>Hudson<br>Twp 1816    | Formed from<br>Hudson<br>Twp 1814    | Formed from<br>Hudson<br>Twp 1814      | Formerly Hudson<br>Twp 1817        | Formerly Hudson<br>Twp 1817        |
| HANOVER                              | MIL OLIVE                            | MOUNT OLIVE                            | LINCOLN                            | Formerly Hudson<br>Twp 1817        |
| Formed from<br>Morris<br>County 1816 | Formed from<br>Hudson<br>Twp 1816    | Formed from<br>Hudson<br>Twp 1816      | Formerly Hudson<br>Twp 1817        | Formerly Hudson<br>Twp 1817        |

Morris County Municipality Development from map prepared by the Works Progress Administration.

Southeastern portions of the county were first settled by Germans who sailed from Holland bound for the Dutch colony of New Netherland. Adverse winds carried them south and they entered the Delaware instead of the Hudson. Arriving at Lambertville they began their journey across New Jersey but tarried at what is now German Valley, Washington Township, attracted by the character of the soil and the beauty of the hills.

In 1713 an Englishman by the name of John Wills bought from the proprietors of East Jersey a large tract west of Mendham. In the same year the Village of Chester was laid out in lots.

Thus, from opposite directions, men of different nationalities began the work of subduing the forests of this section. The energy and self sacrifice of these Dutch and English finally resulted in the meeting of the two in the middle of the county.

The first settlements were along streams and it was not until after the Revolution that the rugged hills of the region were considered worth purchasing for their timber.

Thus Morris County was separated from Hunterdon County by act of the General Assembly passed March 13, 1738, and Sussex County was taken from Morris in June, 1753.

Proprietors had the right to "locate" lands and then to sell the land or to sell the right to locate. In many instances a settler would make his own location of unsurveyed or unlocated lands and then apply to the proprietor for a deed and whenever several surveys were required either by the settler or by the proprietor the surveyor general would visit the place and make the surveys.

Early surveys show that "locations" were made for nearly all of Rockaway Valley. From them it is inferred that settlements of from one to ten families commenced at about the same time in different parts of the Township.

According to legend the first settler in Denville was a man named John Den. He had a log house located on Den Brook near where it joins the Rockaway River. It became known as Den's Place, and the brook bore his name. None of the early histories of Morris County mention John Den, however.

Rockaway Township was the eleventh township to be formed in the county. It was originally a part of Pequannock and Hanover Townships.

The name Rockaway was used by the pioneers to designate the stream flowing through the valley. Some authorities claim that the name was given by the Indians and adopted by the English while others assert that Rockaway is of Dutch origin and was originally spelled 'Rotegevel'.

The name designated several distinct places and things immediately connected with the locality viz, the village of Rockaway, the Rockaway River, Rockaway Valley, Rockaway Neck, "Old Rockaway" and Rockaway Township.

Several things contributed to the development of Rockaway Township. One of the most important of these was the discovery of iron ore in the hills; another the construction of the Morris Canal which connected this section with Newark and the coast and the third the building of the railroad.

The greater portion of the hilly territory of Rockaway Township was of very little value for farming purposes and the discovery of iron ore opened up an industry of a very different kind and a more productive source of wealth.

In the early discovery of iron deposits, the facilities for mining were very crude. The market for the ore was limited and as a general thing the forge and the mine belonged to the same party and there was no motive to mine in excess of the ability to manufacture. The work was done with the least possible expense - all by man power.

At the Hibernia mine, about four miles east of Rockaway village, a furnace was located as early as 1765 and the mine was worked before and during the Revolution. The earliest workings of the mine were all at the foot of Hibernia Hill where the soft top ore could be easily procured, and it was not until about a century later that the industry was fully developed.

## *Home Life*

What were the homes like in those early days? Some records show that the settlers copied the wickiup of the Indians as temporary shelters, using them while they built small wooden homes. Other types of early homes were crude shelters such as tree houses, lean-tos, caves. Log houses - not log cabins as we know them - were quite common among the early settlers. The early houses were mainly dwellings with one large room serving as kitchen and living room. This was heated by a stone fireplace. Sometimes the fireplace took the whole end-space of the house. Cooking was done over the open fire and in many homes a stone closet like affair was built right beside the fireplace. On the shelves of this "oven" hot coals were placed until the stones were "hissing hot". After the coals were swept away the bread, cakes and pies were placed inside to bake. (About 1750 bricks were made in Whippany.)



*Fireplace and ovens in early homes.*

Small bedrooms were attached to the main room and occasionally a room was finished off overhead. These were referred to as "loft rooms". Some of the furniture was brought from the old homeland but much of it was hand made from the wood of the forests. Several old buildings in this area boast of hand hewn beams and "pegged" floors. The beams for the early homes were cut and shaped with an adz. Whittled pegs held beams and floors together before the days of nails.

For the most part clothes were made at home. Flax was grown, spun and woven into cloth for clothing and other necessities. Flocks of sheep provided the wool which was carded, spun into materials or knitted into garments.

An old copy in the Rockaway Record, dated March 2, 1897, has this following poem submitted by J. P. Crayon. Mr. Crayon was interested in local history and wrote much concerning the people and times of these parts. He lived in Union Hill on the farm once owned by General Winds. The note accompanying the poem gives a detailed account of Rhoda Farrand's family.

In part he says:

"It is not often that poetry is appreciated, but the following from the pen of Eleanor A. Hunter found in an old magazine illustrates so many incidents and personalities of Revolutionary times -- days that tried men's souls -- and is of such local interest that it is worthy of reprint. I have found the incidents and personalities related are historically correct." Mr. Crayon adds that the Farrands, parents of Rhoda, lived on the back road from Rockaway to Hibernia. It is therefore reasonable to conclude that Rhoda may well have traveled through the country on which our town has risen. The story in rhythm reveals much concerning the life and times of people hereabouts during the Revolution.



## Ode to Rhoda Farrand

Drawing by Mrs. Edward Brill

In the last of these Centennial days,  
Let us sing a song, to a woman's praise;  
How she proved herself in that time of strife,  
Worthy of being a patriot's wife.  
A little woman she was -- not young,  
But ready of wit and quick of tongue;  
One of the kind of which Solomon told:  
Setting their price above rubies and gold.  
A memory brave clings around her name.  
"Twas Rhoda Farrand, and worthy of fame.

Though scarce she dreamed, 'twould be woven in rhymes,  
In these -- her grand-daughter's,  
daughter's times.

Just out of the clamor of war's alarms,  
Lay in tranquil quiet the Jersey farms;  
And all of the produce in barn and shed  
By the lads and girls was harvested.  
For the winds of Winter with storm and chill  
Swept bitterly over each field and hill.  
Her husband was with the army, and she  
Was left on the farm at Parsippany,  
When she heard the sound of a horse's feet,  
And Marshall Doty rode up the street;  
Help used for a moment, and handed down  
A letter for Rhoda from Morristown,  
In her husband's hand -- how she seized the sheet;  
The children came running with eager feet;  
There was Nate and Betty, Hannah and Dan,  
To list to the letter, and thus it ran.  
After best greeting to children and wife;  
"Heart of his heart, and life of his life,"  
I read from the paper, wrinkled and brown,  
"We are here for the Winter in Morristown,  
And a sorry sight are our men to-day,  
In tatters and rags with no sign of pay.  
As we marched to camp, if a man looked back,  
By the dropping blood he could trace our track;  
For scarcely a man has a decent shoe,  
And there's not a stocking the army through;  
So send us stockings as quick as you can,  
My company needs them, every man,  
And every man is a neighbor's lad,  
Tell this to their mothers; they need them bad."  
Then if ever before, beat Rhoda's heart,  
"Twas time to be doing a woman's part.  
She turned to her daughters, Hannah and Bet;  
"Girls, each on your needles a stocking set,  
Get my cloak and hood; as for you, son Dan,  
Yoke up the steers just as quick as you can;  
Put a chair in the wagon, as you're alive,  
I will sit and knit, while you go and drive."  
They started at once on Whippany road,  
She knitting away while he held the goad.  
At Whippany village she stopped to call  
On the sisters Prudence and Mary Ball.  
She would not go in, she sat in her chair  
And read to the girls her letter from there.  
That was enough, for their brothers three  
Were in Lieutenant Farrand's Company.  
Then on Rhoda went, stopping here and there  
To rouse the neighbors from her old chair.  
Still while she was riding her fingers flew,  
And minute by minute the stocking grew.  
Across the country, so withered and brown,  
They drove till they come to Hanover town.  
There mellow and rich, lay the Smith's broad lands.  
With them she took dinner and warmed her hands.

Next to Hanover Neck Dan turned the steers  
Where her cousins, the Kitchels had lived for years.  
With the Kitchels she supped, when homeward turned,  
While above her the stars like lanterns burned,  
And she stepped from her chair, helped by her son,  
With her first day's work and her stockings done.

On Rockaway River, so bright and clear,  
The brown leaf skims in the Fall of the year.  
Around through the hills it curves like an arm,  
And holds in its clasp more than one bright farm.  
Through Rockaway Valley next day drove Dan;  
Boy though he was, he worked like a man.

His mother behind him sat in her chair,  
Still knitting, but knitting another pair.  
They roused the valley, then drove through the gorge  
And stopped for a minute at Compton's forge.  
Then on to Boonton, and there they fed,  
While the letter was passed around and read.  
"Knit," said Rhoda to all, as fast as you can;  
Send the stockings to me, and my son Dan  
The first of the week will drive me down,  
And I'll take the stockings to Morristown."  
Then from Boonton home and set of sun  
She entered her house with her stockings done.  
On Thursday they knit from the morn til night,  
She and the girls, with all their might.  
When the yarn gave out they carded and spun  
And every day more stockings were done.  
When the wool was gone, then they killed a sheep  
A cosset -- but nobody stopped to weep.  
They pulled the fleece, and they carded away  
And spun and knitted from night until day  
In all the country no woman would rest,  
But they knitted on like people "possessed;"  
And Parson Condit expounded his views,  
On the Sabbath day unto empty pews,  
Except for a few stray lads who came  
And sat in the gallery, to save the name.  
On Monday morn at an early hour  
The stockings came in a perfect shower,  
A shower that lasted until the night;  
Black, brown and grey ones and mixed blue and white,  
There were pairs one hundred and thirty-three  
Long ones, remember, up to the knee;  
And the next day Rhoda carried them down  
In the old ox-wagon to Morristown.  
I hear like an echo the soldier's cheers  
For Rhoda and Dan, the wagon and steers,  
Growing wilder yet for the chief in command,  
While up at "Salute" to the brow flies each hand  
As Washington passes, desiring then  
To thank Mistress Farrand in the name of his men.  
But the words that her husband's lips let fall,  
"I knew you would do it," were best of all.  
And I think in these Centennial days  
That she should be given her meed of praise;  
And while we are singing of "Auld Lang Syne,"  
Her name with the others deserves to shine.



*Where Washington's horse had a shoe repair job during march to Morristown. Old blacksmith shop now part of Helliwell's barn, Union Hill.*

Older residents will recall the name - "Devil's Hog Pen". This was a large ravine or gully near Cedar Lake where the local residents hid their pigs and livestock during the Revolution to keep them from being appropriated for consumption by the army. Several people have seen the stones piled between the large boulders to act as a fence.

What foods did the people eat in the early days? At the outset it was much the same as the Indians and was confined to wild game, fish, fruits and vegetables. As the population density increased, the food from the wilds was not adequate. The white man learned to grow corn from the Indians and himself raised lamb and pork. Butchering time was an important but social preparation for winter.

In late November when the nights were cold and a farmer had a pig or two ready to kill and store for winter, nearby neighbors came to help. Before the "guests" arrived there were days of preparation in getting the wood cut for the outdoor kettle which would be placed on top of the furnace in the barnyard. Before breakfast on butchering day the fire would be steaming. A barrel placed at an angle was set up next to a table adjacent to the furnace. After the pig was killed he was dunked repeatedly into the scalding water in the xucrel by two men standing on the table. The pig was supported by a large stick thrust through his tied together

feet. The hair was then removed by pig scrapers - round metal discs mounted on a handle. It was again dunked in a second barrel and hung from a convenient tree where it was slit in half. Heart, liver and sweetbreads were saved and the remainder of the organs were immediately buried.

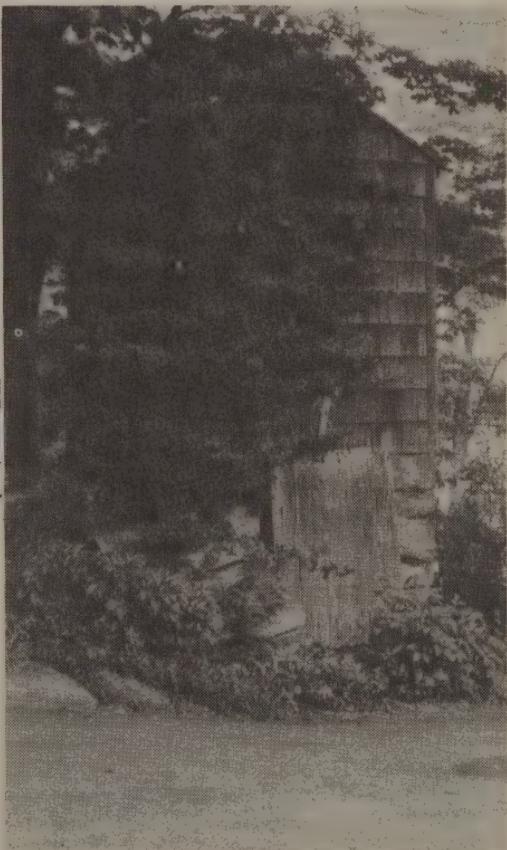
By evening the two halves of the pig were pretty well frozen and they were taken into the cellar which in the olden days was pretty nearly at outdoor temperature because there were no furnaces.

At noontime the farmer's wife had treated the helping neighbors to chicken with dumplings, potatoes, corn, late tomatoes, pudding, pies and cakes. Tomatoes were always saved for this occasion by wrapping the last of them in newspapers before the frost.

The bacon, ham and shoulders were pierced and a butchers' twine placed through them for smoking in the farmer's smokehouse. Roast and chops were cut and lean meat scraps placed in one bucket and fat in another. The lean meat was ground for sausage and the fat rendered or "tried out" for lard. Lard was packed on top of the sausage in large containers and was stored in the cellar where it would keep all winter.



Drawing of Old Smoke House



Smoke House at Rock Etam Farm.

Smoking was usually done with hickory and green apple wood to give plenty of smoke and lots of flavor. Smoking took nearly a week. The traditional breakfast was pork sausage and buckwheat pancakes served with maple syrup gathered the spring before. Nothing was wasted.

Threshing days followed much the same pattern as butchering days except that the weather was warm and the dinner for the neighbors was served out-of-doors on a long table. Hired hands? Generally, no. People helped each other. Wheat and rye were hauled to the mill shortly after threshing and ground into flour - pure, whole grain flour. A real treat was 'black rye' served steaming hot with home churned butter.

Everyone kept sheep and most people had cows. Very little of the land was enclosed by fence and livestock grazed in the common or on "open range". It was quite a serious misfortune when a pack of dogs would kill half a man's sheep but it occurred often. When sheep were slaughtered they would be quartered, would be shared with the niehbors, until they slaughtered one and repair.

A spring eating festival was clam and shad 'classes'. All the farmers sold charcoal to the forges in Newark. A whole wagon load would bring twenty dollars delivered. The farmer would bring back a thousand clams, several bushels of oysters, or a load of shad. He sold some on the way home and would divide the balance with his neighbors. In this way a few neighbors would reciprocate and form a clam 'class'.

Outdoor cooking was quite common in yesteryear, especially for occasions such as weddings. They used ovens on stilts so they were portable and could be used by the neighbors, or 'borrowed' occasionally while in use by hungry mischief makers. The ovens were made with four crotched sticks at the corners. Sticks were then put across followed by a layer of sod and about three inches of earth. Flat stones were laid on the earth and the oven was built of loose stones, daubed with clay, making an arched top, covered over and closed in. There was an opening at the front and a hole for the draft. The walls were about ten inches thick to retain the heat for a long time. A wood fire was built in the oven and when the oven was hot the ashes were removed. Turkey, roast pig, bread or what have you was baked an hour or more. It was much the same in principle as the fireless cooker used in many homes around 1925 where hot stones were placed in an insulated 'chest' and the food placed in pots inside and cooked slowly from the retained heat.

For Winter cooking in the house they used what was known as a 'pie pan'. This was set on the open hearth of the large fireplace. It consisted of a large iron plate set up on iron legs about two inches long with sides about four inches high and a tight fitting cover. The cover had a rim about three inches high that would hold hot coals so that coals could be placed under, around and on-top of the pan.

There were no canned goods commercially available in those early days. Everyone did his own canning and preserving. Ice boxes did not exist. The cellars, (which were unheated), and deep

holes lined with rock provided temporary food protection. Butter was churned at home and they even made their own soap.

Much of the above and other stories of early life in Denville were extracted from an interview with Mrs. Sarah Ann Fichter by Dr. Charles Platt. Mrs. Fichter, widow of John Fichter, was born March 1, 1829, in the school district of Denville next to John O. Hill's farm near the Hill family cemetery off Cooper Road. She attended school under John O. Hill at the Union School. At the time of the interview she had 28 grandchildren and 24 great-grandchildren. She was born in a log house with a fine spring for water. It had one large room on the ground floor, a half a cellar, one room finished upstairs and an unfinished garret.

Mrs. Fichter tells the story of the time there was a nurse attending her mother. It was quiet and dark and the nurse decided to check on the children sleeping across the room. She stepped on a snake with her bare foot. She grabbed a candle from the candle tree - a raised location to protect the home-made candles from mice - and searched for the snake. Unable to find it she went to check the children. There was a big copperhead curled up beside the children! She stirred the coals in the fireplace, grabbed the four corners of the sheet, and dumped the snake into the fire!

When there was a fire in the olden days the neighbors would all grab a bucket and form a "bucket brigade" passing water down the line from the source of water to the one nearest the fire. There were few fires but when there was one, very little was saved.

When a house was built all of the neighbors would bring precut logs to the scene, hauling them with ox teams. In three days the house would be built with the floor a few inches above the ground and the family would be living it it. When the Rockaway Church was built before the Revolution the same procedure was used and the first services were conducted before the floor was in, with those attending service sitting on the floor beams.

The early settlers in this area made their own fabrics, their own clothes, and even their own hats. Spinning and knitting took a great deal of a girls time from the time she was about 12 or 14 until she was laid to rest. They would card wool at home. Later they went to Millbrook to get cards. They would make broad-cloth at home and take it to the fulling-mill in Millbrook to have it finished. Neighbors took turns growing a field of flax and the person who grew the flax was the host that year for the "spinning visit". The seeds were removed for replanting. Some were boiled to feed the calves. The flax stalks were cracked and dressed and then were put to rot under snow or water, loosening the inner part from the coating. The flax was then struck on a vertical board so that the inside would break and drop out. The fibers were used to spin into linen thread for making clothing. A tailor would come to the homes to make suits. He would live at the house for a day or a week and move on to another home. This was called "whipping the cat". The shoemaker or cobbler worked in much the same manner.

## **Doctors and Dentists**

If you shy from visits to your doctor or dentist now, perhaps these accounts will give you strength or at least shame you into courage. Had you lived in Denville or any of the surrounding country over 100 years ago these would have been your experiences. We quote from the records of the Morris County Medical Society and other sources.

Over a hundred years ago, Dr. John B. Johnes was the leading surgeon in Morris County. Anaesthesia was unknown in those days. The surgeon's operating table was made of a stout plank, and filled with holes all over its surface, through which straps were passed, by which the victim was securely and immovably fastened down, that the surgeon might do his work unembarrassed by the struggles of the sufferer. No ether, no chloroform -- apple whisky and laudanum were the only agents to mitigate the horrible pain as the knife and saw did their bloody work. To submit to an operation in those days required not only fortitude in the patient, but dexterity and nerve on the part of the surgeon. Such a man was Dr. Johnes.

Dr. John Riches was born in England, and came to America when a young man. He traveled in different parts of both North and South America, which meant considerable in those early days. He was termed a man well educated, and showed evidence of culture. We also learn he was a surgeon in the Civil War. Dr. Riches was often sought as consultant in his day, often going many miles on horseback. He was some times absent-minded. One day he started off on horseback to make a call, and when on his road a mile or more, suddenly it dawned upon him that he had forgotten his medicine case. He dismounted, tied his horse to the fence, and returned to his office on foot. The writer remembers hearing told that Dr. Riches was called in consultation; the case was one of tuberculosis of the femur, then called "bone scrofula." The patient, a boy of sixteen years, had been a sufferer two or three years. The doctor advised amputation. It was done out of doors, with no knowledge of asepsis. The patient's life was saved. Just before the operation was begun, the old doctor with his hands behind him and head bowed, took a walk across the field, reviewing in his mind the steps of the operation, then returned to his operating room, "in the shade of the old apple tree."

Dr. Darcy and Dr. Jackson who were practicing in and around Rockaway about 1811 were great friends. Dr. Darcy studied homeopathy and practiced it to some extent, as did also Dr. Jackson. The Doctor's practice in the mining regions was a hard one; for some time he did it on horseback, but afterwards had a narrow oneseated "Rockaway", just room enough for one. Under the seat, he shoved his medicine case, a stout wooden box upon the lid of which were his initials made by brass nails.

This box is now among the treasures of an irreverent granddaughter who remembers styling the establishment "grandpa's pill cart." In those good old times the doctor was also apothecary and dentist. The back office steps seem to have been the favorite dental chairs of those days, and the "turnkey" the most approved instrument for extraction. There was no laughing gas. If the tooth did not stop aching, as it was apt to do when you sat down upon those steps, the doctor took your head between his knees or called his wife to hold you, applied the above mentioned diabolically ingenious combination of lever and claw to the offending molar, gave the scientific turn and twist, and if the claw didn't slip, out came the tooth and the yell at the same time. Dr. Jackson was lefthanded, but he was an expert at the business. Sunday was the field day among the miners of that section. Nursing their pains and saving their wages through the week, on Sundays they came down six or eight in procession, and waited for their turns. The Doctor estimated he pulled a cart-load of teeth.



## CHAPTER II

# Industrial Development

### *Early Industries*

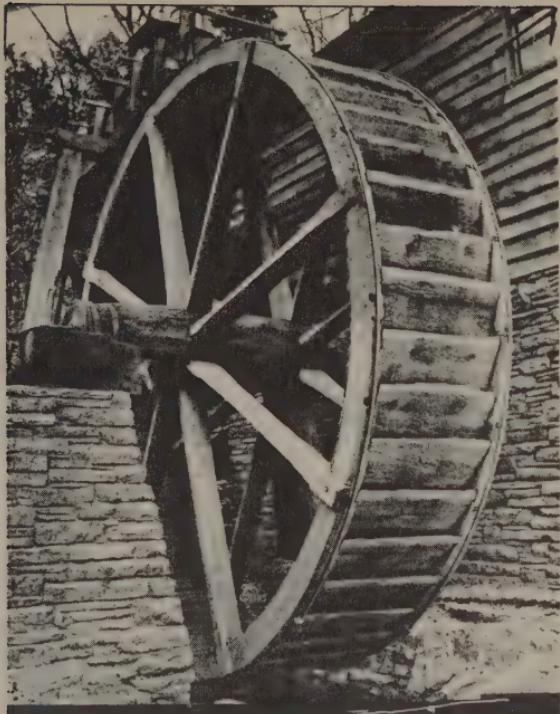
William Winds was born on Long Island in 1727. He came here early in life and settled on a farm which ran from what is now East Dover -- eastward along the roads we know as Palmer and Franklin Roads. He was active in Colonial affairs and commanded a company of N. J. soldiers in the French and Indian Wars. He later was a Colonel of the Continental Army and a Brigadier General of Militia. He was close to George Washington during the winters of 1777 and 1779 and was in charge of a number of important missions as well as taking an active part in repulsing British attempts to get at the Morris County storehouse. The supply of iron in the Morris Hills, the powder plants at Chatham and Mt. Tabor and the rich fruits of the soil grown in the little clearings by the early settlers were coveted by the British. These things made Morris County a real storehouse.

The property now owned by Leonard Cobb, adjacent to Franklin Road and Cooper Road intersection, was part of General Wind's farm. The exact acreage is not clear, but it probably included most of that corner of the neighborhood. In 1765 General Winds, then Justice of the Peace, refused to use the stamped paper in making out his legal documents and maintained his independence by using birch bark. This local incident was a prelude to the Boston Tea Party of 1773.

General Winds was a very exacting gentleman. He expected his orders and ideas carried out to the letter. He would lock his wife in her room for not obeying his instructions. Once he thought his team of horses too spirited so he hitched them to



Ryerson's Old Forge Near Butler



*Water Wheel used to power first factories.*

a sleigh and made them pull his family to Rockaway, N. J. to the Presbyterian Church and back, over bare ground, to calm them down.

His servants were well aware of his exactness. One day while driving around his farm, he saw some of his sheep out of their pasture, eating in a grain field, "Hiram", he shouted, "kill all those critters". After driving on he began to think of what he had said and feeling sure the servant would carry out his order, he hurried back. Sure enough, Hiram had begun and had killed eight sheep; nor did he stop until the General called, "Hiram, hold your hand".

It is also recorded that news was brought to the church during a service that the enemy was approaching. General Winds ordered the men to their guns. But the guns had been left at home! The record says that the General dropped all forms of piousness and reprimanded the soldiers in long, loud and strong terms before he sent them for their 'shootin' irons'.

When it was discovered that the "hard black stones" referred to by the Indians of this section were really iron ore, mines, forges and furnaces began to make their appearnaces. Iron Ore mines were first worked here about 1710. An old letter to General William Winds, helps us to understand how these mines were begun and also why many Hessians were sent to Morris County:

William Winds, Esq., Brigadier-General:

Being in possession of a furnace as manager thereof, commonly called and known by the name of the Hibernia Furnace, belonging to the Right Hon. William Earl of Stirling, Major-General in the service of the United States of America, situated in the County of Morris and State of New Jersey, which is employed for the continent in casting all sorts of military stores, which we have engaged to furnish with as speedily as possible, I find it therefore essentially necessary to employ a number of workmen for that purpose; and, as I am informed that a good many deserters both of the British troops and Hessians are come in and sent to Philadelphia, I have sent the bearer--my brother John Hoff--on purpose and given him full power thereby to engage as many men as he thinks proper, such as are used to cut wood in the winter season and can assist in the coaling business during the summer season, and a few other tradesmen; where they shall meet with the best encouragement and treatment, provided they make good several engagements to which they will be called. And whatever agreements and promises the said John Hoff does make the same shall be punctually fulfilled by me the subscriber.

CHARLES HOFF JUN.

The Battle of Trenton netted Washington hundreds of Hessian prisoners and also presented him with a problem. The prisoners must have food and shelter. Supplies and money were limited but at his headquarters in Morristown he found a solution. The prisoners could be put to work mining and making supplies for the Continental Army. He and General Winds visited John Jacob Faesch, the iron king of that day. Faesch operated the mines of Lord Stirling at Mt. Hope and in other nearby sections.

Washington and Winds were warmly received by Faesch. The conference took place in the house now standing on the hillside above the store. The meeting produced good results -- 200 or more prisoners were sent to Mt. Hope. Faesch set them to work building quarters in the rear of the stone mansion. Parts of these foundations are still standing. Some of the men were put to work in the mines, others did carpenter work and still others worked the forges. The prisoners fell in love with the country and at the close of the war refused to leave. The British Government had signed an agreement that every living Hessian was to be returned to his home. When a British Officer came to Mt. Hope to collect the troops he was jeered and hooted. In an attempt to take one of the men by force, the officer stuck the Hessian with his sword. The Colonials witnessing the scene became so angry at such treatment that they attacked the British Officers and routed them. The descendants of the Hessians settled here and established homes. Among the loyal citizens who chose to remain in the United States were the ancestors of the Lash family.

The Mount Hope Furnace, an important early furnace, was the third built within Morris County limits, and after 1772 passed under the control of that remarkable character, John Jacob Faesch. Faesch was a Swiss and was brought to this country under contract he being skilled in iron manufacture. The contract under which he came was to exist seven years, his employer, Peter Hasenclever, General Manager and Superintendent of the London Company

agreeing to pay the passage of Faesch, his wife and his servants, and deliver them and their goods safely in America; to pay him 2500 guilders per annum, Rhenish, to begin on the first day of his journey; to give him a tenantable dwelling house, with meadow for pasturing two or four kine. Faesch was to have direction over all the forge mines and iron works that were erected or occupied or should thereafter be undertaken, and had the privilege of engaging in other business not prejudicial to the company interest. This agreement indicates the value of the service he was deemed capable of rendering. This was in 1764, and after his seven years expired with the London Company, he obtained possession of the Mount Hope property.

Jonathan Wiggins was Faesch's driver. J. P. Crayon in his book "Rockaway Records" relates the following story; --

A British biographer of Washington once made the assertion that in all the battles of the Revolution, Washington was never found at the front with the men he commanded. To prove to the contrary it was related by Jonathan Wiggins, who was at the battle of Monmouth, N. J. and lost an arm there, that the company to which Wiggins was attached, had made an advance to a point far exceeding the rest of the army, when Washington rode up and ordered a retreat to a position of less danger.

Wiggins related that he with others was climbing over a high Virginia rail fence, when a British cannon ball struck in the line of fence and completely demolished the under part of the fence, as they were in the act of getting over it, and scattered the fragments far and wide, much to the discomfort of the whole



Typical saddlebag used for transporting ore.

company. Fortunately no one was killed; a few were slightly injured and all badly scared.

Soon after this occurrence he lost an arm at Monmouth. He returned to Mt. Hope and was placed in command of Faesch's favorite team, a position of honor, especially when that team knew their driver and learned that his word was law, and his whip was gospel. It is related that he became an expert in the use of the whip, not as an instrument of cruelty and punishment, but as a capital punishment to any refractory flies that might annoy the team and it is said he could kill a fly that alighted upon the leaders ear without touching the ear with the whip.

When distinguished company came to the 'big house', still standing and remarkably well preserved for one of its age, Faesch would amuse his visitors by getting Wiggins to show his expertise with the whip, by taking a chicken's head off with one snap from the whip. These stories were handed down and related so many times that the narrators have believed them true. However, J. P. Crayon could not give vouchers of authenticity.

John Faesch was apparently a man who found a way to get what he wanted. One of his workers Frederick Fichter with his wife Mary Ann came to New Jersey from Germany about 1773. John Faesch in searching for skilled iron workers went to New York and found just the man he wanted in Fichter. They came with Faesch to Mt. Hope and Fichter was placed in charge of the furnace. They lived happily here for quite awhile until one day Fichter's wife went to the spring to get a pail of water and saw a snake. It so upset her nervous system that she refused to live in the area 'infested with snakes'. They moved to Rockaway while Fichter continued to work at Mt. Hope. The severe nervous shock proved too much for her and she developed a fever and died to be buried in Rockaway. This disheartened Fichter and he sold all of his belongings and resolved to go back to Germany. He was induced to stay be a three month advance in pay while Faesch 'looked for a replacement'. He consented and at the end of the three months took another advance for three months. In the meantime Fichter attended a party with other Germans at Bloomingdale, N. J. It was here that he first saw Mary Witty, but she could not or would not talk German to a total stranger. As was the custom the trip was made on horseback. The charms of Mary Witty induced him to make another trip soon after. Mary was attending a toll gate where he met her and found that she could talk German to his satisfaction. A third trip was taken a short time afterwards and she consented to be his wife. They were married within a year of the death of his first wife in the parlor of the Faesch Mansion in Mt. Hope.

The mining business declined somewhat after the Revolution, continuing intermittently until 1912 when its real value was realized.

Transporting the heavy ore was a problem. One forge located in Shongum received much of its ore by the way of a donkey's back. The ore was loaded in saddle bags and transported to the forge by the patient little animals.

## *Later Industries*

Nearly all of the territory now comprising Rockaway, Rockaway Township and Denville Township is shown in old deeds and surveys referring to Hanover and Randolph Township. From these we can infer that settlements of from one to ten families commenced about the same time in different parts of the Township. These settlements were made where the land was level and most suited for agricultural purposes. Later small industries began to appear.

On the property where St. Francis Health Resort now stands, Matthias Kitchell and Colonel Glover operated a cider mill and distillery. It was also a farm and Mr. Glover built a large home there about 1820. There was also a tannery on the property - one of three in Denville.

In 1840 Green's distillery was erected on the property directly across from the Main Street School. It was the major one in the area and was operated by steam power. The area from here southwesterly for nearly ten miles was abundant in apple orchards at the time. (Many of Denville's older residents recall congregating to watch Billy Green mow his lawn with the first lawn mower in Denville about 1910.)



*Beacon Mountain Spring Water Company office. (Richard Thorne)*



### ***Ice Industry***

Estling Lake was originally owned by the Mountain Ice Co. It is an artificial lake built for the purpose of ice gathering. Huge ice-houses with Railroad sidings made it possible to ship carloads of ice to the cities. This is the Lake as it appeared when it was used for ice gathering.

About the same time William Ayres and his son George operated a cider mill and distillery at what is now known as Knuth's Pond on Cooper Road, using the water from the stream which had its beginning near the Tomlin place (South of Mt. Pleasant Turnpike and Route 10 intersection), now owned by the Edlichs.

Another industry in the Union Hill section was a nail factory which was later used for a paper mill, located behind the old schoolhouse down near Den Brook. This building was destroyed by fire.

Further on down the brook, near the place where the Betcher and Galbraith houses now stand on Cooper Road, was the Wright Organ factory. The business employed six people who were all specialists in the field. Manufacturing of the organ prospered and larger facilities were built. In 1898 the business was changed to a repair and tuning business and relocated in Dover. Mr. Wright's family were organ builders in New York and he settled here when he married a local girl.

On the property now owned by Harold Zinn, on Smith Road, was a hoop shaving shop, where the farmers worked during the slack winter season, shaving barrel hoops.

The community has had two blacksmith shops. One stood on the corner of Harold Helliwell's farm (Shongum Road and Millbrook Road) and was last operated by Henry Fordyce. This shop was



*Estling Lake Dam (William Harder)*

operating during the Revolutionary War but no records are available to tell by whom. The story relates that Washington's horse was treated to "a shoe repair while you wait" job there during the march to Morristown. (Union Hill has a new angle: Washington may not have slept here-- but his horse was shod here). Mr. Fordyce also operated a blacksmith shop later, somewhere in the vicinity of Mrs. E. J. Cramsey's home, (Smith Road).

At an early date the Township had a number of grist mills located at convenient points. The water power was so substantial in its streams that a "fall" could be had on almost any farm or tract within its borders before the various lakes were made. This was fortunate for the mill and bake oven were among the real necessities in pioneer days. A whole day was consumed in "going to mill" for men had to take turns and wait for their grist so they might be able to return home with it by nightfall. Moses Tuttle of Mount Pleasant Turnpike and Isaac Winchell were in partnership in the gristmilling business at Rockaway before 1761 for it is recorded that they built a dam across the river at a date before that. Other mills were built at Powerville in Rockaway Valley and on the road from Dover to Franklin.

Another early industry was the manufacture of cannon balls for Washington;s Army by a man named Garagus.

Aaron Miller owned and operated one of these gristmills and a saw mill on the river toward Rockaway Valley. His home was used for town meetings and elections. No ballots were used at



Cutting ice on Estling Lake. These horses are pulling scrapers which removed the snow before the ice gathering began. The company waited until the ice was 12 inches thick before cutting. Sometimes the ice froze to a depth of 24 inches. The blocks were then shaved to cut down their weight.

At first, hand saws were used. A few years before the business closed in 1918, power saws appeared. The gathering of ice ceased after lightning struck the storage houses and they burned.

Marshall Lash

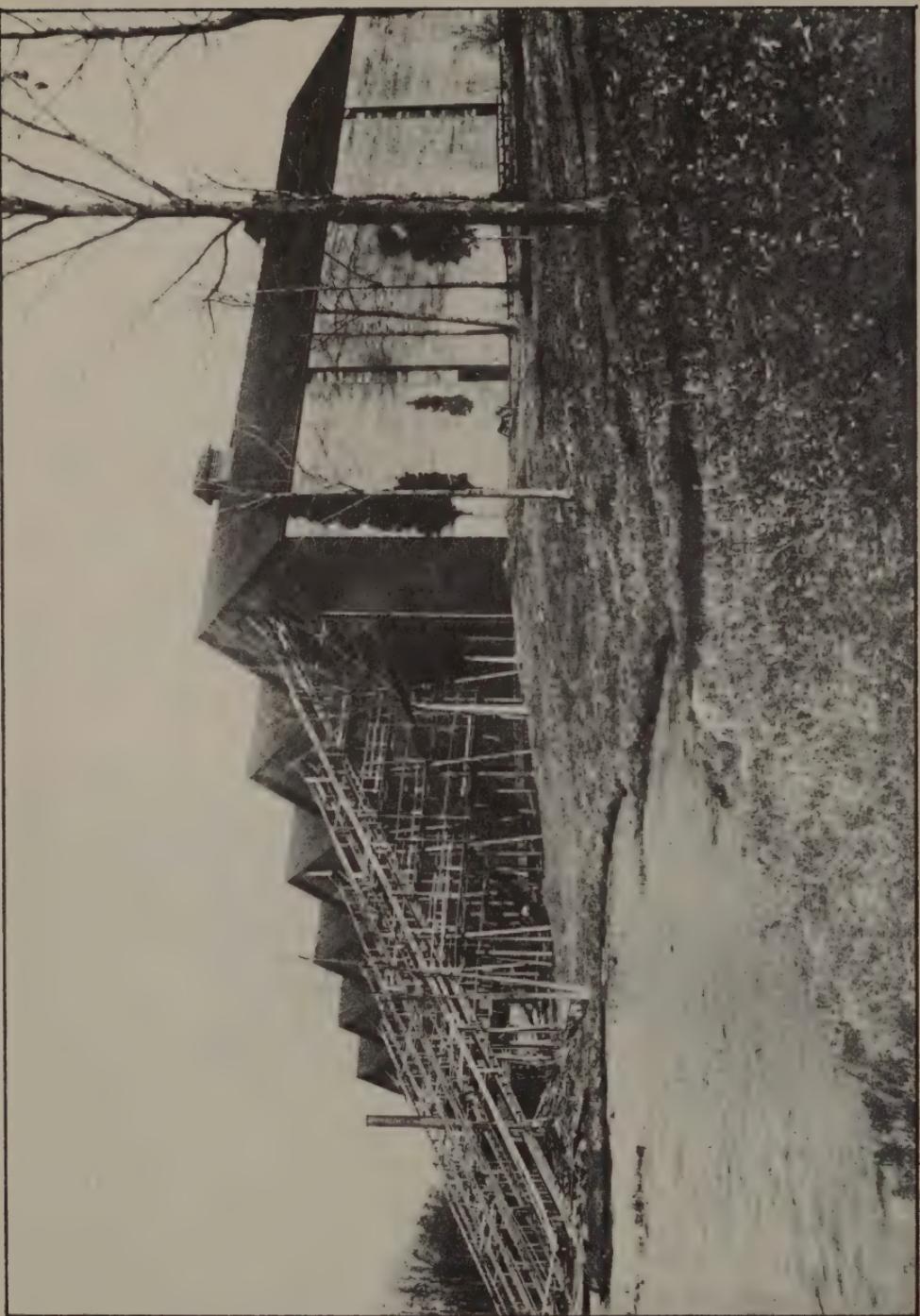
the Spring election. The moderator mounted a dry goods box or more frequently mounted a cart and decided the voting by counting the supporters of the candidates as two groups stood on opposite sides of a rail or poll placed on the ground between them. This is reputed to be the origin of the term 'polling place' or 'polls'. How politics have changed!

Ice was another business in Denville and by far the largest one of the times. Estling Lake was built about 1894 partly on the David Cooper property by the Pocono Mountain Ice Company just for the purpose of ice gathering. Initial surveys were made at what is now Indian Lake, but it was felt by the engineers that sufficient depth could not be assured for ice collecting. A surveyor was lost in the construction and it was reported that he was found under water with his feet stuck in the mud. Before the dam was constructed, the mud was hauled away by the railroad car load for top soil to an estate in Madison. Huge ice-houses with a storage capacity of 70,000 tons of ice stood on the sight of their tennis courts and baseball field today. Because of the cinders from the steam locomotives it was not the cleanest ice and as a result it was nearly all shipped into the Carolinas by rail for packing produce to come North.

Usually several cuttings of ice could be made on the lake in one season and an attempt was made to catch the ice when it was twelve to fourteen inches thick for convenience in handling. If



*Estling Lake Dam and Ice Houses.* (William Osborne)



*Ice House at Estling Lake. They measured 700 feet by 175 feet deep and held 70,000 tons of ice.*

Mrs. Ben Hawkins



*Ice ramp at Estling Lake.* (William Osborne)

not it was shaved to thickness as it entered the ice house. The shavings piled up to the point that one president and former employee relates making snowballs from the shavings as late as August. Frequently the ice reached a depth of 24 inches. In mild winters "snow ice" was made by pumping water on top of the snow through pipes driven through the thin ice supporting the snow. On two occasions in the memory of the son of the foreman of the ice company they had 'open winters' and the employees were sent to ice facilities at Lake Hopatcong or in the Poconos.

The ice was first scratched by a man sitting on a steel cutter with each successive tooth a little longer than the one in front of it. The cutter was drawn by a team of horses. The ice was scratched in both directions but only sawed in one direction. The real job each morning was getting the first piece out. The long pieces were then drawn by horses toward the conveyor and a man standing on the chunk of ice would give it a substantial blow at the scratch mark to separate it before it went up the conveyor. When one level of the ice house was filled the conveyor was raised to reduce the manual lifting.

The ice company had fourteen full time employees, but during cutting season they employed farmers and canal workers bringing the total up to about 125. It took about twenty-five employees starting in early July to load fourteen box cars a day with the 285 pound chunks, again by an adjustable ramp. And in hot weather how they rushed to get the cars on the scales before the melting reduced the value.



Horse drawn ice cutting saw

(Richard Thorne)

In late June of 1918 just before they started to remove ice for the season, the building was struck by lightning and it burned to the ground. Very little ice was sold that year after the fire because the heat had fused the chunks together. There was still ice on the ground in September. The Pocono Mountain Ice Company also cut ice on Tabor Lake and on Lakes I and II on the Denville Mountain Lakes line. There were smaller facilities at these locations and this ice was generally moved out first in the summer.

Another business was the Beacon Mountain Spring Water Company. Every day a load of five gallon jugs in wooden crates was transported to the New York market. The water from the spring was far above average and the supply abundant. Later it was sufficient to supply the needs of the summer residents of Estling Lake for years until they received Denville water.

The Righter Vanilla Extract Company was also a Denville business of renown. Extract was sold in bulk to packagers for resale. They started in the retail business offering a pair of scissors with each bottle as a sales promotional gimmick. This venture did not prove too successful. The business was located in the home of Joseph Righter on Diamond Spring Road on the site of the Trust Company of Morris County today.

Although it can not be considered a business or industry one enterprising local citizen dug skunk cabbages in our local swamps and in the spring would take a load to New York and peddle the small plants at twenty five cents apiece as Chinese Lilies. They sold very well and the enterprise was repeated quite successfully.

Gathering Silver Moss was at one time quite an industry. There were large beds at Cranberry Pond (Cedar Lake) and at Barton Ponds (Rainbow Lakes). Walter Clark and his son gathered and bailed the moss at Cranberry Pond and hauled loads of it to the railroad station with spring-wagon and team.

There was a large cranberry bog where the Denville Theater now stands and a smaller one where the gasoline service station is located at the corner of Hinchman Avenue. The Hinchmans owned the larger tract and stored the berries. George Lash relates the story of the time John Hinchman went to the Post Office and announced that he was hiring pickers at two cents per quart. Thomas Lash according to the story brought in his basket and when they were measured it was found he had picked 100 quarts. Hinchman fired him because he said, "I can't afford to pay any man \$2 a day".

Much of the shoring timbers for the Hibernia mines came from the David Cooper farm. Another use of wood from Denville was the fuel for the old wood burning locomotives. This was stored and loaded about where Interstate #80 crosses Franklin Road today.

The tourist business, because of the many lakes and streams afforded another source of income to the residents of Denville.

Perhaps a good yard stick for measuring the growth of our Township would be the fact that since those humble beginnings Denville's Industrial output is now in excess of \$25,000,000 annually.



Dam at Estling Lake (William Osborne)

## CHAPTER III

# Transportation

### *Stage Coaches*

Many of our paved roads follow the courses once used by stage-coaches. On November 15, 1809, the state legislature passed an act to incorporate the Parsippany and Rockaway Company. The stage line was built from Pompton Turnpike to Union Turnpike and ran through Denville. A toll-gate was in Denville. In 1822 the road was taken over by the Township. Many of these turnpikes were established throughout the County and in their day took the place of railroads. As early as 1798 the Hanover Stage advertised a run to Jersey City every Tuesday and Friday returning the same day -- fare \$9. As more turnpikes were built and more stages ran, competition grew. Old ads claim shorter faster routes to Newark and Elizabethtown. The highest fare seems to be \$2 according to old records.

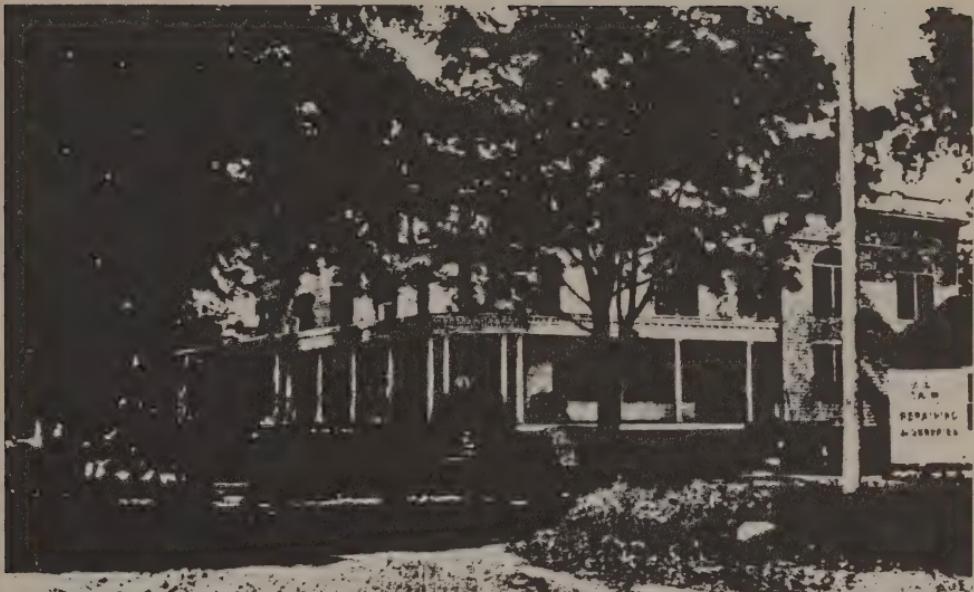
In 1811 Denville Hotel was built by John Hinchman and a toll-gate for the Turnpike was in front of the hotel.

The original Denville Hotel was built on the site of the residence of Stephen B. Cooper. Samuel Kitchum was the first landlord. David Menagh was proprietor for many years. He was known as a kind-hearted, obliging and popular landlord.



Denville House built about 1804 forerunner of the Wayside Inn. Operated by William Henry Peer.

Kenneth Freeman



Mrs. Owen Leek

Denville Hotel, Harberger, Mgr.



Mrs. Robert Carmer

Carmer Inn and Stables, Later Wayside Inn.



*Wayside Inn before trolley.* (H.L. Barrett, Sr.)



*Denville Hotel and Stables*

Mrs. Owen Leek



*Wayside Inn in the twenties. (Richard Thome)*



Denville Hotel 1908

Mrs. Owen Leek



Wayside Inn 1910.

Mrs. Owen Leek



Wayside Inn 1911

Mrs. Owen Leek



**NOW OPEN**

The  
**WAYSIDE**  
INN

DENVILLE NEW JERSEY

A Licensed Tavern Since  
1773

This Famous Restaurant is Now Under New Management  
Joe Mendell and Franz Wurl

**Spécial Sunday Dinner** - \$1.25  
STEAKS CHICKENS SEAFOOD

**Business Men's Lunch** - - 50c

**SPECIAL**  
**Bi-Centennial Dinner** - - \$1.00

**DINE, DANCE AND CELEBRATE**

*Wayside Inn Advertisement*

Municipal Office



*The Wayside Inn 1953, before it was destroyed by fire.*

Frank Vanderhoof

## *Morris Canal*

Along with the developing of the mines and forges came ideas for better means of transportation. The building of the Morris Canal, The Morris and Essex Railroad and the Morris County Traction Co., all led to the development and growth of this part of Rockaway Township which was to become Denville.

Here are extracts from the story of the Morris Canal found in the History of Morris County, published by the Lewis Historical Society:

The next transportation movement affecting Morris County was the construction of the Morris Canal, from Easton to Jersey City. This waterway, which brought great benefit to the declining iron industry of Morris County, was conceived in the brain of George P. Macculloch, of Morristown, while on a fishing excursion to Lake Hopatcong. Taking advantage of the great height of that body of water, 925 feet above sea level, he deemed it feasible to dam its outlet, store the winter rains, and then lead its waters westward down the valley of the Musconetcong to the Delaware, and eastward down the valleys of the Rockaway and Passaic to Newark. The region to be traversed in Morris County was rich in mineral products, and iron was manufactured in abundance in fifty forges and three furnaces, although thirty forges and nine furnaces had been practically abandoned on account of lack of cheap transportation. The



*Morris Canal looking West from bridge on Cedar Lake, West Road, Louise Lash's house on left bank.*

Will Holt

plan also offered a cheap means of transporting the coal of the Lehigh Valley to tidewater at Newark and Jersey City. Mr. Macculloch attempted to interest the State of New Jersey in his plan, and succeeded in having a committee appointed by the legislature by an act of November 15, 1822, with authority to employ a practical engineer and surveyor to explore, survey and level the most practical route for a canal, also to estimate its cost. This committee, consisting of Mr. Macculloch, Charles Kinsey of Essex, and Thomas Capner, reported in 1823 and received the thanks of the legislature, but that august body refused to commit the State to the



*Canal Bridge on Morris Avenue opposite W. L. Calame home.* Will Holt

project, leaving it to private enterprise, a mistake most calamitous in the light of present conditions.

On December 31, 1824, the Morris Canal and Banking Company was incorporated with a capital of \$1,000,000, for the purpose, as slated in the preamble, of constructing a canal to unite the Delaware River near Easton with the tidewaters of the Passaic.

The incorporators named in the act were Jacob S. Thompson of Sussex; Silas Cook, of Morris; John Dow, of Essex; and Charles Board, of Bergen; George P. Macculloch and John Scott, of Morris County; Israel Crane, of Essex; Joseph G. Swift, Henry Eckford, and David B. Ogden, of New York City, were appointed commissioners to receive subscriptions to the stock. The State Legislature also allowed the company to do a banking business in connection with its canal, in proportion to the amount expended on the canal.

The route of the canal was selected by Major Ephraim Beach, under whose direction the work was executed. It was a wonderful engineering work for its day, the system adopted to raise boats over the hills being perfected only through costly experiment. The first plane was completed at Rockaway, and passed a boat loaded with stone, from the lower to the upper level, fifty-two feet, in twelve minutes.

The canal was completed from Easton to Newark in August, 1831 at an actual cost of \$2,000,000 and was adapted to boats of twenty-five tons only. In 1836 the canal was completed to Jersey City. There were twelve planes and seventeen locks aggregating an elevation of 914 feet, the highest planes being at Drakesville and Boonton Falls, eighty feet each. To meet the payments, the "Dutch loan" of \$750,000 was borrowed in Holland, a mortgage on the canal being given as security. This mortgage was foreclosed and

the canal sold, causing the loss of their stock to the stockholders; the unsecured creditors lost their claims; and the State of Indiana, holder of a second mortgage lost much of its loan. The canal was bought in by Benjamin Williamson, Asa Whitehead and John Bryant on October 21, 1844, for \$1,000,000. The purchasers reorganized the company under the same name, enlarged its capacity, and operated it until May 4, 1871, when the Morris Canal Company made a perpetual lease of the canal and works to the Lehigh Valley Railroad, the present owners. The size of the boats was increased from 25 tons to 75 tons in two sections and for many years it was one of the important transportation routes of the State. In 1845, toll and other receipts were \$18,997.45; in 1846, \$51,212.39; and in 1870, the last year before leasing to the railroad, they were \$391,549.76.

Only small strips of the canal now remain. There are many who remember the canal days -- one such was Mr. Irish who lived in Denville until he passed away in 1963. This letter gives us a clear picture of the life and days on the canal routes:

Dear Mrs. Gill:

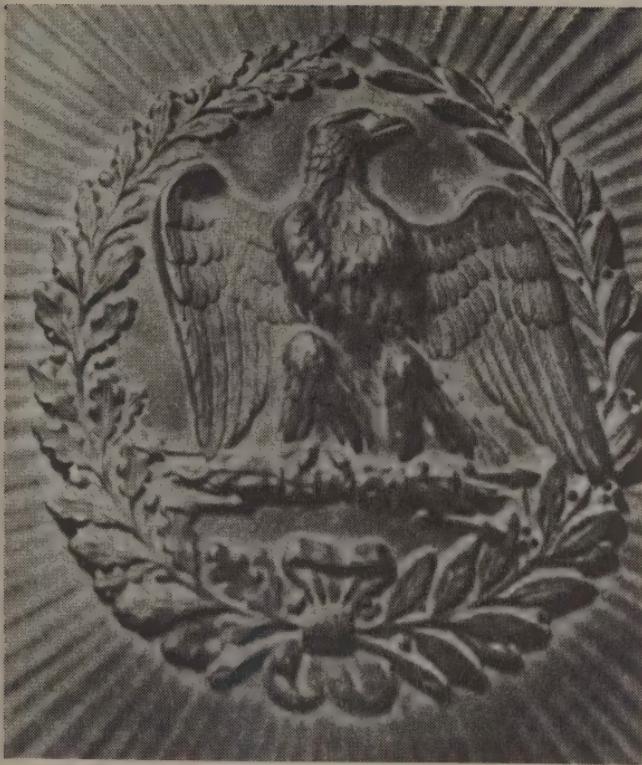
I would like to tell you about a trip I made fifty years ago on the Morris Canal. A canal boat man by the name of Bill McCollick invited me to go with him. At the time he had a load of coal to be delivered to a factory at Orange St., Newark, N. J. The cargo was loaded at the western terminal of the canal which was at Phillisburgh, N. J. on the Delaware River.

I went aboard with Bill at Ed Peer's lock which was alongside Ed Peer's grocery store. This store is still in existence on Diamond Spring Road and is being oper-



Peer's Lock looking east

H. L. Barrett, Sr.



*Close up of emblem  
on body armor - sim-  
ilar seal of vulture  
later used in Mexico  
during Maximilian's  
reign.*

ated by Ed's sons, Ritter and Horace. Ed Peer was in charge of operating the lock.

The canal boats were drawn by two ropes attached to a pair of mules. At times it was necessary for the boat operator's helper to walk along with the mules, especially at points where there were "locks" and "planes". The side or bank of the canal where mules traveled was called the tow path and the opposite side, the burm bank. At the rear end of the boat was a tiller rudder to control the bow direction of the boat. Boats were made in two sections and fastened together by hinges similar in a way to the coupling method of railroad cars. Our meals were cooked on an open cylindrical stove on legs on the deck. Above the coal bunkers along the side edges of the boat, was a narrow walk from stern to bow. We washed out clothes and bathed in canal water. At the rear of the second section we went down steps to the banks. By building the boats in two sections it was possible to turn each section in the opposite direction for a return trip due to the width of the canal, even though you might be at a basin.

As I recall, between Denville and Newark, we "hooked up" for the night at Paterson, N. J., in one of the several "basins" along the route. A basin was a space dug out at the side of the canal so a boat would be out of the way and allow other boats to pass. We arrived in Newark the next day and unloaded the coal. When that was completed our boat was turned around and we started back to Phillipsburg for another load. I had hoped while there, I would have a chance to go over to Easton, Pa., across the Delaware to see what it was like. However, our boat was reloaded soon and we started back toward Newark again. When we reached Denville I had completed a round trip which took ten days and covered approximately 150 miles and through some very nice country and farm areas.

The boat operators had specific towns or places where they intended to stop for the night. At these points there were barns to house the mules and a fee was charged for their feed and bedding down.

At Stanhope - Netcong, the boats would enter the south end of Lake Musconetcong and re-enter the canal at opposite western side. The south shore was used as a tow path. In Newark at Broad Street, the canal went under the street and the old

Center Market toward the Passaic River. There was no tow path in this tunnel-like passageway and it was necessary to "pole" the boats through, so I was told. I did not travel this particular section.

Along the entire route of the canal there were several "locks" and "planes". These were necessary because of the variation in ground levels. Locks were built where ground level variations were around twelve feet or so, as I recall, and planes were built where this variation was greater. In the case of the plane, the boat would enter a sort of "carriage" on wheels and would be propelled down the incline on rails to the lower level and vice versa. As for the locks it was necessary to close a pair of doors having wickets which was an opening and closing arrangement at bottom edge of doors. At the opposite end of the lock was a door hinged at the bottom that was raised and lowered by chain and gears. When a boat approached, the lock tender would close the vertical doors and wickets, then lower the door at the opposite end, allowing the lock to fill to level of the higher elevation. When the boat was in the lock he would raise the door at the rear end of the boat. Then he would open the wickets of the doors at bow end so as to lower the boat in the lock slowly. When the boat was down to the lower canal level, he would open these doors and the boat would then move out into the canal. Of course, the reverse operation was used when going in opposite direction. There is one more physical detail concerning the course of the water in the canal and that is an aqueduct. This is a wooden trough-like section which water flows through when the canal crosses over river, stream etc. which is at a level below canal level.

I trust the foregoing will give a reader a fairly good idea of one of the older methods of transporting coal across New Jersey. There is one item I overlooked. In order that the plane and locks tenders might learn of the approach of a boat, the "captain" would blow on a shell type horn. This sound could be heard for quite a distance, giving the tender ample time to prepare the locks and planes for the boat.

Hoping the above "story" will be satisfactory to you for your project. I remain,  
Sincerely,  
Bert Irish



*Morris Canal looking east toward Cedar Lake Road bridge  
showing curve in tow patch to skirt toeLaer house. (Will Holt)*



J. H. Tregenza

*Canal boat on plane in Rockaway.*

The period immediately following the opening of the Canal was a very trying one particularly for the promoters, because many of the ideas incorporated were new. The planes for example, were never used anywhere else in the country. With use, the sprocket chains that were used on the planes were found to break with great frequency. Chains were discarded in 1845 and all iron wire rope was used consisting of 7 strands each strand made up of 7 No. 9 BG wires. By 1860 the wire cable had been increased to 2 3/16 inch diameter stranded with a hemp center. The rails were originally 3 1/2 inches wide and 1 inch thick bolted to oak timbers of the strap rail type used by the early railroads. These too caused problems due to the weight of the barges and they were replaced by forged 'T' sections rolled on the top. The latest rails were similar to the ones used by the railroads and were 3 1/8 inches high.

Just after the canal opened the boat 'Electa' belonging to Joseph Jackson of Rockaway was loaded with merchant iron for Newark. As the boat reached the summit of the Boonton plane, the sprocket chain broke, releasing the cradle with the boat in it. The cradle and boat went down the plane tracks striking the water with a terrific impact, projecting the boat over an embankment twenty feet high where it landed in some trees. The captain's wife and two children were on board. She allowed that the boat went down right fast, but thought "that was the way the thing worked." Similar incidents, some with no serious consequences such as this one, caused the operators great concern. Repairs and damages increased operating expense,



Mt. Tabor Library

*Canal mules ate as they worked*



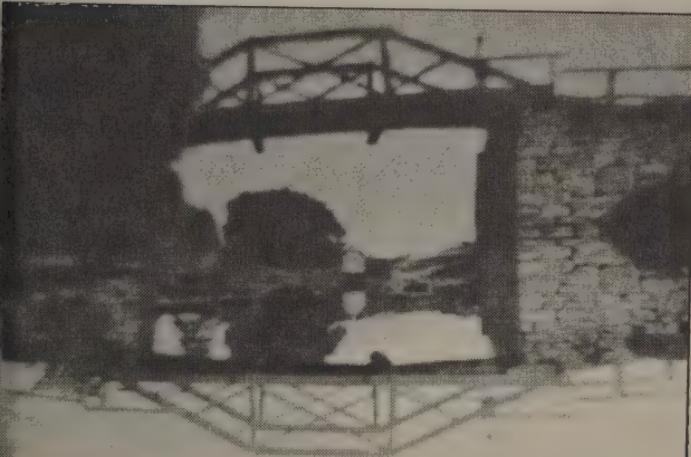
Peer's Lock

Will Holt



Cedar Lake  
bridge over  
Morris Canal

Will Holt



Morris Avenue  
bridge looking  
east toward  
toeLaer home.  
1906

Raymond Righter

but more important faulty planes discouraged private operators from putting boats on the canal.

Despite these set backs real estate boomed along the canal. For example, the 200 acres of Boonton north of the Rockaway River were sold with River and canal water rights, provided the water was returned down stream, for \$5,000.

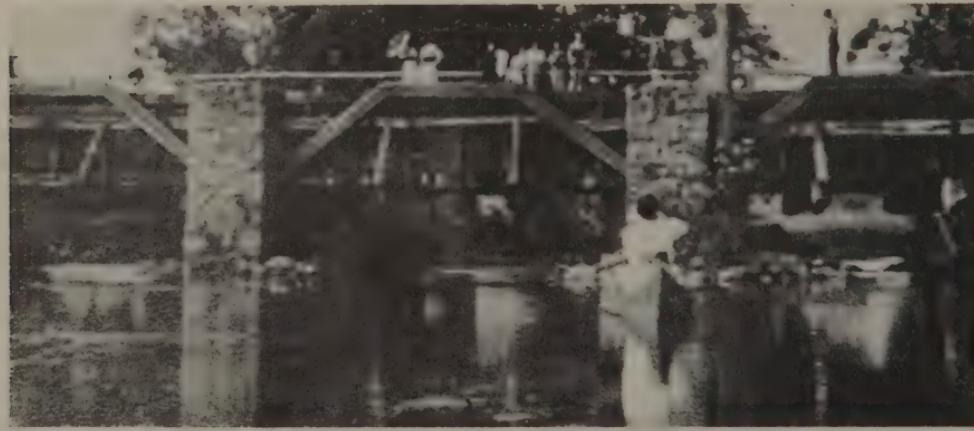
At Ledgewood a house was washed off its foundation and the family killed by escaping water from the canal. After the canal was widened and improved for the most part, one section at Plane No. 6 West at Port Colden was not completed. One captain, Frederick Fliger, was passing the plane loaded when the chain snapped and the boat ran down killing one woman and three children and completely demolishing the boat. He put in a claim for \$50.00 and was promptly paid.

The canal was 102.15 miles from Phillipsburg to Jersey City with changes in level requiring 23 planes and 28 locks. There was a 17 mile stretch from just below Lincoln Park to Glen Ridge where maintenance problems were at a minimum, and where the mules maintained a rapid pace. The mules often developed open shoulder wounds from the pull and the SPCA kept a fairly good watch. An owner could be fined \$27.50 for using a mule with open wounds. Many lock and plane attendants kept mules and they would trade a healed mule for one with sores for \$25.00 giving the disabled animal a rest and a place to pasture.

Many of the lock and plane foremen kept fox terriers to hunt down the muskrats that dug holes in the burm bank or the tow path embankments causing serious loss of water.

Before the canal froze over they would attempt to get all of the boats back to Phillipsburg, but many men tried to get in one last load. The Canal Company retained some money which was paid at Phillipsburg as back pay for winter living so the more loads an owner hauled the more his back pay at Port Delaware.

The digging of the Canal began in 1825 and was finished in 1836. At almost the same time, 1835, the Morris and Essex Railroad was built.



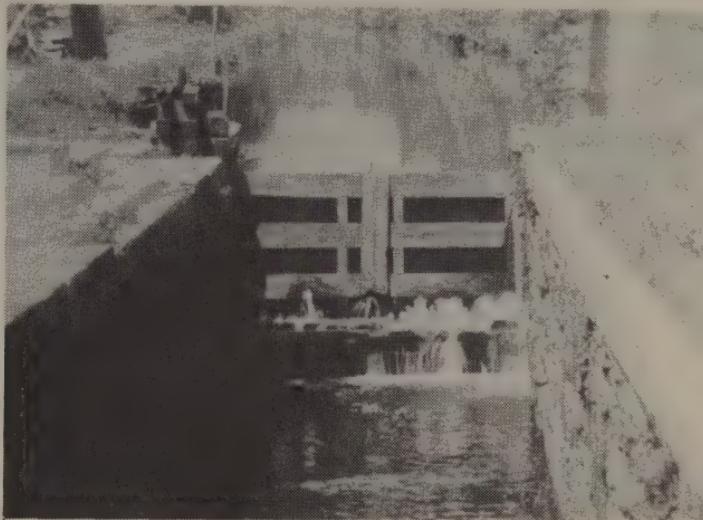
Marshall Lash

Aqueduct - Where the Canal crossed the Rockaway River



*Loading cord  
wood near  
Savage Road*

Raymond Righter



*Peer's Lock*

Betty Anne Laue



*Morris Canal  
looking east  
from Morris  
Avenue Canal  
bridge*

Will Holt



Repair boat for Morris Canal.

Mt. Tabor Library



Peer's Store near old lock 1955

## Railroads

In "Dover Dates" we read:

### "Early Days of the Morris & Essex Railroad"

The Morris and Essex Division was originally a railroad all by itself with a charter of its own granted by the State Legislature of 1835. Its intention, as its name indicates, was to run through Morris and Essex counties to Newark. When the trains reached Newark the passenger cars were hitched to horses and drawn down Broad Street to the Centre Street depot of the New York and Philadelphia Railroad. This, however, was an improvement which did not come into effect until 1840; in '39 there was no connection at all and passengers were transferred in stages from one depot to another. The New York and Philadelphia Railroad was able to make the distance from city to city in six hours--fifteen miles an hour being a good rate of speed for trains in those days.

The first train that ran over the Morris and Essex tracks made the trip on an October day in 1837. The maker of the first engine--Mr. Seth Boyden, whose statue is now in Washington Park in Newark--ran the train himself and Mr. Myers of Newark acted as conductor. The train passed through Summit at two o'clock in the afternoon and you may imagine the interest it occasioned to the few people who made up the population then. It ran to Madison only, for the road was not finished to Morristown until later. When it arrived in Madison and the first passengers were unloaded, a group of Morristown and Madison people who had gathered there for the purpose of a ride were loaded on and carried back to Newark.

From Newark to Bottle Hill--or Madison--was the limit of the road in the Fall of '37, when it was extended first to Morristown, then to Dover, then Hackettstown, then to Phillipsburg.

At first there was but one track and the original cars were about as big as horse cars--say twenty feet long. The road bed was made by laying down two logs lengthwise of the track with timbers fastened crosswise over these. Then another piece of wood was laid on this bed for a sleeper and on this a strap of iron about a half inch thick and three inches wide was spiked fast. Everyday a man was obliged to



Excavating at Denville Junction



*Excavation work at Denville Junction*

Kenneth Freeman

walk the track and drive down the spikes, which would work out because of the jar from the trains. Even in spite of such precautions it was not unusual for an end to get loose and curl up as a passing train caught the end of the strap and the end would protrude through the floor of the car in a "snake head," endangering the lives of the passengers.

Only wood was burned for the engine fires and green wood at that. Often, as the train climbed the hill to Summit from Millburn, the steam would give out, and then woe to the rail fences, for the firemen carried good axes.

It was no uncommon thing for the engines to jump the tracks when rounding the many curves of the road; but as they were going so slowly there was little damage done to anything except the patience of the travelers, who were obliged to sit still and wait or get out and stroll about, looking at the scenery for a couple of hours until the train crew "got her on" again and rang up the passengers from their excursions after flowers or huckleberries. If any of the passengers were in a hurry they were apt to fume and blow up at the trainmen and swear at the railroad, but all hands were used to that. After all, what did it matter if one did arrive at Morristown an hour or so later than usual.

There were no freight trains before about 1845 and coal cars were not put on until later than that. There was no coal brought here by the railroad and sold by the ton until 1861.

In 1836 the company was authorized to build lateral roads to Whippany, Boonton, Denville, Rockaway and Dover, and to increase its capital stock \$250,000. In 1838 the company was authorized to borrow money and in 1839 to raise the par value of its stock from \$50 to \$75 per share. In addition to the incorporators as named, Lewis Condict of Morristown, and Jonathan C. Bonnel, of Chatham, were prominent and useful in forwarding the construction of the road.

The difficulties encountered in building this road cannot be appreciated in these days of large corporations with power to accomplish everything. Many changes were made in the route to gain friends for the project, and the directors often pledged their private credit to supply funds. The engineer was Captain Ephraim Beach, the engineer of the Morris Canal. The track was first the "strap rail," a flat bar of iron spiked on the edge of timbers running parallel with the road bed; and accidents were often caused by the rail ends curling under the wheels, sometimes going through the bottom of the cars. The engines were small, two meeting all needs. The depot in Morristown was on DeHart Street, and the railroad entered

the village through the present Maple Avenue, then known as Railroad Avenue, but earlier as Canfield Street. At Newark the cars were hauled from the depot on Broad Street through Center Street to the Center Street depot of the New Jersey railroad, this method prevailing until 1851 when the company was authorized to continue its line to Hoboken. This was not done at once, but, by an arrangement with the New Jersey Railroad, trains were run to Jersey City over that road, a branch being built to connect the two roads at Newark. It was not until 1863 that the Morris & Essex built its own line to Hoboken, an act of legislature passed in 1864 also enabling the company to buy the Passaic Bridge from the New Jersey Railroad.

There was no thought or intention of ever making the road a "through line" at first, and the line to Dover was not built until 1848. To get around Morristown, the track was taken up and laid anew, along the present route. To alter the contemplated run from Denville direct to Dover, the people of Rockaway contracted to give a right-of-way from Denville to Dell's Bridge, where the switch between Rockaway and Dover was placed, if the road was built to Rockaway, an agreement that was fulfilled. The main line and traffic are now direct between Denville and Dover.



Denville Rail Road station and parking lot, 1920. Morris and Essex Branch in foreground.



*Morris and Essex Railroad near Tabor Station showing single track before electrification, 1893.*

H. L. Barrett, Sr.



*Grade crossing, Franklin., Estling Lake, 1915*

Mrs. Ben Hawkins



*Morris and Essex Branch completed showing Mt. Tabor Station*



*Railroad overpass at Estling Lake, Franklin Rd. 1955. Formerly Franklin Rd., Grade Crossing.*

## *Trolleys*

Another industry which was closely related to the development of Denville was the incorporation of the Morris County Traction Co., on June 13, 1899. The "Trolley" Co. had a long line of grants for rights-of-way from Dover through Rockaway, Denville etc. Records show that the line was completed from Wharton to Dover to Rockaway on June 15, 1905.

At the close of 1909 the line was operating from Elizabeth and Maplewood to Summit; from Morristown to Morris Plains; from Denville to Rockaway to Dover and Wharton. By 1911 various lines were connected so that there was through operation from Elizabeth and Maplewood to Wharton and Lake Hopatcong. Denville became a "branching center" just as it is now for bus routes. Some cars went east via Morristown, some to Boonton. The coming of easier transportation began to bring people from the cities to the quietness of the countryside in Denville. The population of Denville at this time was 610 people!



*Interior view of Morris County Traction Company waiting room.*



Marshall Lash

First Trolley Junction waiting room. Joseph Cisco, Prop.



Joseph Cisco

Trolley enroute to Maplewood, via Morristown and Springfield.



Second Trolley Station

Marshall Lash



Trolley Station and Cisco's Ice Cream Parlor. Boonton Branch Trolley.

## *Transportation Transition*

The stages, the canal, the railroad and the trolley had all contributed to the economy of the area and made 'Denville Junction' truly a place on the map of Northern New Jersey. When the railroad came to Denville in late 1837, the end of the stage lines was imminent.

As the Morris Canal was enjoying its greatest boom in 1866 the end was in sight, for this was the year that the Morris and Essex Railroad was extended to Phillipsburg and began carrying coal in competition with the canal. The five day trip by canal with 66 tons coal, returning with empty boats, compared with an eight hour trip for the railroad, along with the fact that three cars of a train could carry as much as the two section boats, was a serious handicap to the canal. Furthermore, the railroad could run all year and gave favored treatment to the shippers who used the railroad twelve months. In 1864 the Boonton Branch was built tapping into the canal's iron works and nail factory business, and in 1868 a horse drawn railroad from the Hibernia mines to the canal was bought by the Morris and Essex Railroad and connected to their main line at the same time converting to steam.

The canal management, recognizing that time was an important factor if they were to compete with the railroads, experimented with gasoline powered boats. Electric devices and steam boats were tried. All of these devices resulted in failure because if the boats were drawn faster than three miles an hour the swell washed the canal banks and resulted in the boats settling to the bottom!

Increases in the cost of material and particularly in labor for an operation like the canal became another factor which reduced the competitive position. In 1845 the price of fill, hand loaded and hauled was 8 1/2¢ per cubic yard through a contractor and a contractor was paid \$1.00 a ten hour day for laborers; \$2.50 a day for team and driver, and \$1.65 a day for a foreman. By 1924 during abandonment a laborer received 50¢ to 60¢ per hour. Plane tenders received \$25 per month until 1857 and lock tenders \$14.

In 1910 the railroads through New Jersey transported 199,000,000 tons of coal and the Morris and Erie, purchased by the Lackawanna in 1868, transported sufficient coal to make about 150,000 canal-boat loads. This it was estimated would require twenty canals the size of the Morris, yet the Lackawanna carried only one-fifth of the coal required by New York and the surrounding cities. In 1870 abandonment talk started and in 1903 a Bill was before the State Legislature for abandonment. Despite this, in 1911 a comprehensive study was undertaken on the feasibility of completely electrifying the canal. Gradually business declined until in 1924 about all that was seen on it was an occasional repair boat. The canal was completely abandoned just 100 years after its charter in 1924.

There were moves to have the State take it over as a commercial venture, as a park, as a right-of-way for an express highway, but all efforts failed. The Morris and Essex Banking Company gave an



Wayside Inn - Trolley track at lower right, Boonton Branch

Marshall Lash

easement to the Jersey City Sewer Commission for their trunk sewer through Denville and the property was sold to the adjoining property owners.

The trolley's life was very short. For years it stopped just across Route #46 from the present telephone building because of right-of-way problems. It went into bankruptcy in 1927 less than seventeen years after the thru line was completed. However, many longtime residents of Denville spent their two weeks vacation riding the inter-urban trolleys. In 1917 it was possible to ride from here to Green Bay, Wisconsin or Rockford, Illinois, except for 38 miles, via inter-urban trolley. Here again the rights-of-way were sold by the receivers to the adjoining property owners.

The stage, the trains and trolleys, brought another occupation to Denville - the hack. In 1910 Louis Moore had a horse drawn taxi which went; according to the sign on the side, to the "Depo". Samuel Peer and William McCollick also had hacks the latter buying a motor cab - a 1910 Ford Hack Wagon.

Denville was truly the crossroads, truly the "Hub" of Morris county. However, "The Boonton Bulletin" of June 10, 1873, didn't think too much of our fair community as indicated by the following editorial comment:

"Denville is a Port Village in Morris County, where one gets off a train to go somewhere else. You never stop at Denville. Boonton claims you on one side, Camp Tabor on another, or you are bound for the new Catholic Protectory in still another direction. Individualism, the place has none. Intrinsically, it is a cipher. There is a Post Office and a store combined, a hotel and some dwelling houses; but the Postmaster never defaults, the store never sells anything and the hotel is neither so good or so bad as to call for comment. The place is nothing. There was never a citizen who distinguished himself by his brains or his wickedness.

It is a Sleepy Hollow without its romances but much of its beauty, all of its quiet and presumably with as deep mysteries shrouding its streams and nooks as ever the lazy hills of Hudson opened to the imagination of Irving."

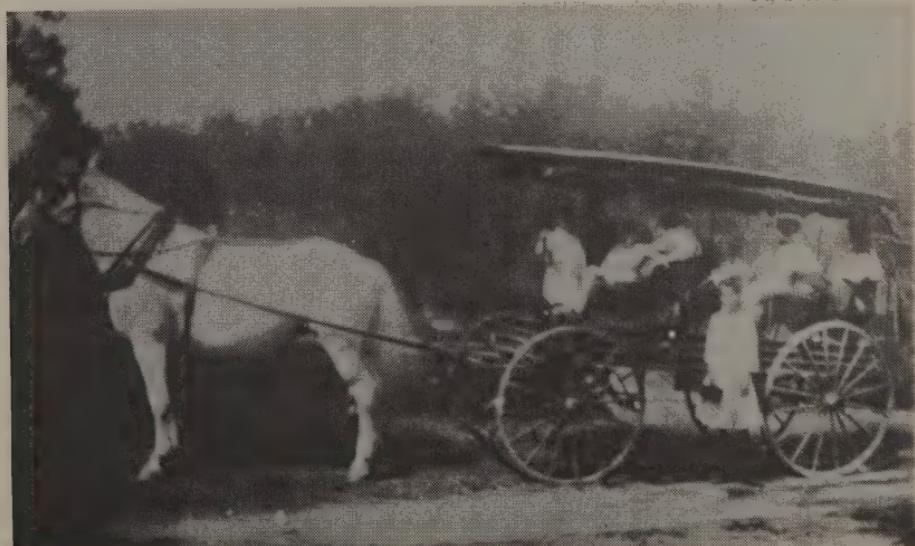
## Buses

In the early 1920's bus service came to Denville with Konner's Lakeland Stages. On this service Konner used Pierce Arrows for his service to New York. The route was Old Bloomfield Avenue and the running time to New York was four hours according to the early schedules. The business apparently was not a profitable one due to the shorter traveling time for the railroad and the competing trolley services. The service was finally terminated.

The Morris County Traction Co.'s old "Car Barn" in Dover was purchased by Public Service Coordinated Transport and is now the headquarters and garage of the Lakeland Bus Lines. The big old generators, the trolley service pits and many of the facilities still remain but they have been boxed in for safety.

Lakeland Bus Lines started through service to New York shortly after Route 3 was completed. On August 19, 1950, they started with nine round trips a day into New York. By 1963 they had increased their schedule to 29 round trips daily plus as many as 12 extra sections with a 1964 schedule planned of 45 trips daily including several to the new North Side Terminal near the George Washington Bridge. In addition, regular schedules are planned to the New York World Fair in 1964.

In 1960 Lakeland started using air conditioned buses, and by 1963 80 percent of the fleet was air conditioned. Currently their scheduled time from New York to Lake Hopatcong for the express buses is 1 hour and five minutes and to Denville 45 minutes. The completion of Route 80 will reduce further the commuting time to New York. They are proud of their record of 12 million miles without a serious accident.



Mott's four-seater wagon used to carry early visitors to Rock Ridge Lake from Depot. H. L. Barrett, Sr.

## CHAPTER IV

# Slavery and The Civil War

There were apparently few slaves in Denville proper, but one resident of the Township we were then a part of, told the writer his Dad worked for his own boss's father and that his grandfather was a slave for his boss's grandfather. Apparently, this was not the same type slave that was in the South, because the Family Homestead was one of the "stations" on the "Underground Railroad" where the escaped slaves from the South stayed by day as they moved North toward Canada by night.

Although data on the "Underground Railroad" in this area is quite limited, Mr. C. F. Hopkins, who at the age of 14 in 1856, was a night rider for his father who was a conductor on the line, remembered names and places. In 1910, he related them in an article for the Boonton Business Men's Association. Apparently, Boonton was a central junction for the route through Whippanny and the route through what is now Denville. Nearly 40,000 slaves were transported through New Jersey before and during the Civil War. Many sympathizers offered shelter throughout the period, even though they were not a part of the unofficial "Underground Railroad". Many old time residents of Denville relate stories that the "Canal House" on Morris Avenue was one such location. The picture taken in 1963 shows the



*Canal House reputed to be one of the stations on the "Underground Railroad"*

Raymond Righter

shelter they report was a hiding place for "runaways" during these trying days.

Stations at Dr. Grimes's house on the corner of Liberty and Main Streets in Boonton, and the Hotel in Powerville were the central points for this area. Other stations existed in Pompton Plains, Newfoundland, Canisteer, Stockholm, Charlottenburg and Rockaway.

There was always a price on the head of a runaway slave ranging from \$50 to \$500 depending on the value of the slave as a chattel. There were bounty hunters and "conscientious" constables so the move was always a dangerous one for the night rider and the conductor but particularly for the slave who was beginning to taste the hope of freedom having escaped the bloodhounds of the South and moved this far toward his final destination. The fear of the punishment if returned to his master was a fear greater than death.

From the first settlement in New Jersey slavery existed. No measures were adopted for its prevention. With the sentiment that then prevailed concerning the slave trade and the institution of slavery it is not reasonable to suppose it could have been prohibited.

As early as 1696 the Quakers of the province united with those of Pennsylvania to discourage the importation and employment of slaves. On February 24, 1820, a law was enacted making every child born of slave parents subsequent to July 4, 1804, free--males on reaching the age of 25 and females at 21. Under this law and that of 1846, slavery virtually disappeared from the State. In 1790 there were 11, 423 slaves in the State - in 1860 the number reduced to 18. Col. Glover, who first owned the farm now covered by St. Francis Health Resort and St. Clare's Hospital, was supposed to have had a slave to whom he left the property.

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The participation of the inhabitants of Denville in the Civil War is necessarily linked with that of Rockaway Township, of which it was then a part. It has been estimated that over one third of the area's adult male population participated in the conflict, and that a third of this group lost their lives. It is related that nineteen local men lost their lives by drowning in 1861 during the crossing of a river. A roll of honor published in 1890 puts the number of deaths from the area for all causes at 72, however, E. D. Halsey in his book of this area's participation in the Civil War places it at 84. The financial burden for the area, exclusive of private subscriptions, was estimated to be nearly \$40,000.

Names such as Peer, Vanderhoof, Thompson, Spear, Till, Cook, Barton, Smith, Dickerson, Moor, Wisel, Blanchard, and Adams are among the Civil War veterans buried in the Denville Cemetery. A stone tablet commemorates the Civil War service of John A. Hall.

It is reported that Joseph A. Righter solicited volunteer help to make clothes for the soldiers during the Civil War.

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## CHAPTER V

# Church History

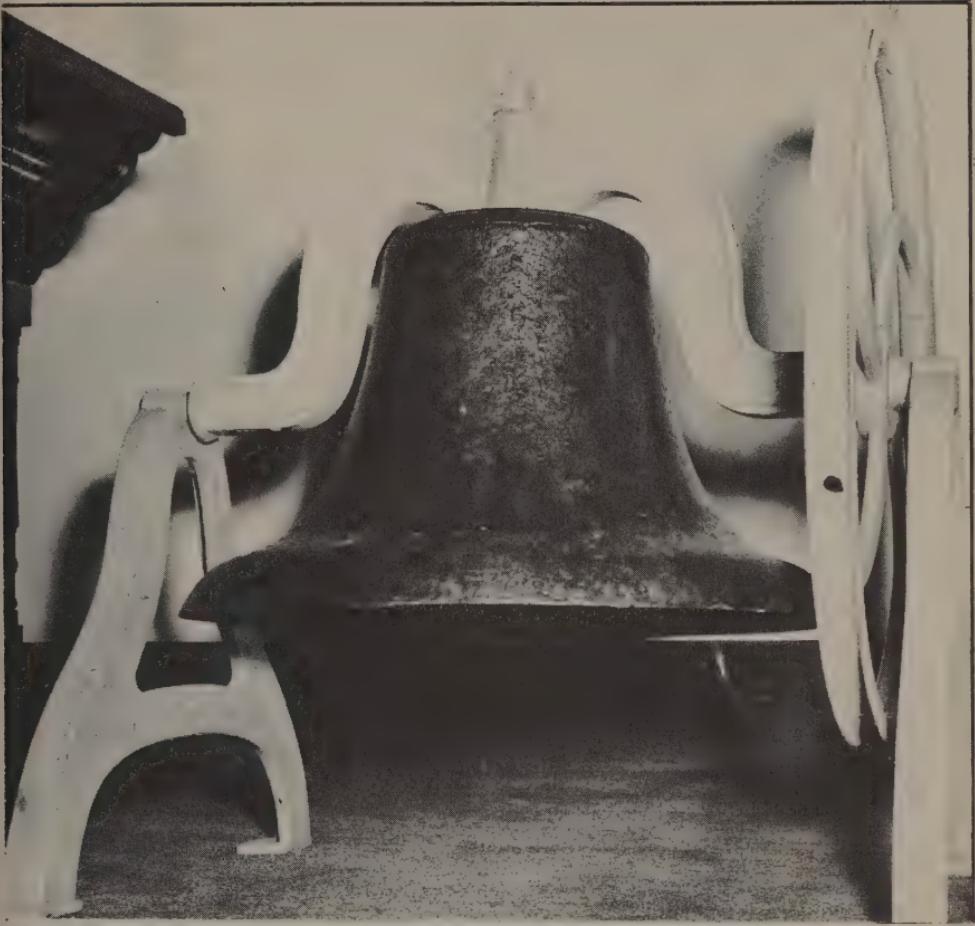
When the first settlers came to the area their religion was in a large degree confined to the family evening gatherings. In time, however, itinerant ministers visited the area on horseback. They had burying days and marrying days. When the minister visited an area it was not unusual to have several couples waiting for him to tie the bonds. Similarly, he did not come to an area when someone passed away but generally would conduct a service for all those who had passed away since his last visit. There were also group baptisms.

### *Union Hill Presbyterian Church*

Early in 1758 the people of this section, along with the people of Rockaway and Parsippany, decided that a Church organization was necessary. An old record dated March, 1758, reads; "We, the subscribers do by these mannefest it to be our desire to Joyn with pasipaney to call and settle a minister to have the one half of the



*Union Hill Presbyterian Church*



Original Bell from original Presbyterian Church, Rockaway now S.J. Gill  
in Union Hill Chapel.

preachin at pasipaney and the other half at rockaway and each part to be equal to payen the minister. The inhabitanice of rockaway pigehil and other places agesant (adjacent) met and agreed upon a suitable place above bemans forg, below the first small brok upon that rode up to Samuel Johnson". (Actual spelling)

This site mentioned is just to the rear of what is now the Rockaway Presbyterian Church. The first parsonage for this new minister was located approximately on the same spot where Frank Parks and his family now live on Franklin Road in Union Hill. By 1792 the Church was progressing. Not until 1815 was any Sunday School started. Mrs. Joseph Jackson (Electa BeachJackson) started the first Sunday School in Morris County. Soon after this a group was started in this community under the influence of Mrs. Jackson and her sister. This first Sunday School met in the schoolhouse, which arrangement continued for many years. In 1879 the people decided to build a Church.

The piece of property where Union Chapel now stands was then a part of Billy Casterline's farm. Those interested approached him to buy it. He set the price at \$75 for the lot. Mrs. Wilbert Eagles set

out to raise money for it. Her first day of canvassing netted \$35. With this money in her purse Mrs. Eagles stopped at her parents' home where she put the purse on the hall table. When she later opened the purse to remove the money it was gone. Returning to her father's house she reported the theft. A young man who worked for her father was immediately under suspicion. Mrs. Eagle's father went to his room and awakening him, demanded the \$35. Sleepily the man said, "In the toe of my shoe". There Mr. Youngs found the \$35. Thus did the Chapel clear the first hurdle.

In the June 23, 1897 issue of the Rockaway Record this item appeared: "On Thursday evening an ice cream and strawberry festival was held for the benefit of the new Chapel, which is to be erected soon..... A new Chapel will be erected soon on a lot recently purchased from W. H. Casterline for \$75. The main building will be 24 by 36 feet, with an ell of 12 by 16 feet. The people of this place will do the work themselves". Receipted bills for the materials used in the building of the Chapel bear the dates 1897, 1898 and 1899.

From the Dover Index newspaper files of 1897 we quote: "The foundation is built and the cornerstone was laid December 18, 1897. The indoor services for the occasion were held in the building now known as the 'old schoolhouse'. The congregation then proceeded to the new foundation where the cornerstone was laid. Sealed inside the stone are an historical sketch of the community, statements of finances and a record of voluntary work done. The services were conducted by Rev. T. A. Reeves of Rockaway."

The dedicatory exercises of Union Chapel were held April 18, 1899. The total cost of the building was \$405.64. At the dedication a debt of \$391.16 was reported but the offering of the day erased the greater part of it.

For many years after the completion of the Chapel, the ministers serving the Rockaway Presbyterian Church and Rockaway Methodist Churches preached on alternate Sundays. For this the people of the community paid each a small sum. Finally the Methodist Church withdrew from the plan and Rev. S. Doremus of the Rockaway Presbyterian Church carried on alone for many years. The Board of National Home Missions of the Presbyterian Church later became interested and began supplying help. Student pastors served for a time and later the Chapel shared a Minister with the Mt. Freedom Presbyterian Church. Reverend George Schultz was followed by Reverend Paul Motin. In 1958 it was established as an independent Church with Reverend Theodore Blunk serving until June, 1962. Since February, 1963, Rev. Gabriel G. Williamson has been the Minister.

In November, 1947, the Chapel celebrated its fiftieth anniversary with a three day program. Many former residents attended the meetings or sent their greetings. In March of 1954 the Chapel was organized as a Presbyterian Church.

In 1963 as this book was going to press, the church obtained approval from the Planning Board of the Township for a new educational building. This will be over 5000 square feet and constructed near the present building on property acquired some time ago. They expect to be underway with construction in October, 1963.

## *Community Methodist Church*

The oldest Methodist Church organization in the Township and the first Methodist Church in the area is that of the Rockaway Valley Methodist Episcopal Church which is now the Denville Church. An early history of the area indicates that the first Methodist Episcopal services were conducted in the home of Jacob DeMouth in 1785 near Powerville. The first preacher was undoubtedly a circuit rider who was passing through to a more populated area. It is not known how long DeMouth's home was used for services. It is reported that a meeting house was erected not long after these services but it was not used and fell into decay.

The Morris County Records - Book A - Religious Societies - page 29 shows that a church under the title "Methodist Episcopal Church in Rockaway Valley" was incorporated in June of 1799. Other records indicate that the Church was incorporated January 25, 1810 and in 1813.

In 1814 the society had a church erected and a regular minister. The Church building was located to the left of Pocono Road at a place known as Cook's Corner. It was a small building and was known as Cook's Church in all probability after the man who built it, as a deed is recorded dated January 13, 1825, from Widow Mary Cook, John P. Cook and Mary his wife of Hanover to the trustees for a quarter of an acre of land. This was nearly twenty years after the congregation was formed.



*Community M. E. Church 1910*

William Harder

On April 1, 1841, William Hiler and his wife of Denville sold the trustees of the Methodist Episcopal Church of Denville a one-fifth acre lot for \$20.00. In April of the same year the trustees resolved to move the Church to the Hiler lot near the schoolhouse on Diamond Spring Road. The building was moved piece by piece with the help of Dickerson's team of oxen on May 2, 3, and 4, 1842. (Elmer Dickerson's and Mrs. Grace McCartney's father). The new Church was dedicated with 103 members.

The trustees of the new Church, Joseph Righter, Joseph Hinchman, J. D. Cooper, Edward C. Peer and Stephen Dickerson associated themselves into the Church as the Methodist Episcopal Church of Denville on February 23, 1830. The trustees apparently misunderstood the incorporation of January 25, 1810, in this action and assumed the earlier incorporation was for the Church near Powerville which was the Methodist Episcopal Church at Rockaway Valley. To remedy the two name and two incorporation situations a comprehensive resolution was passed by the Denville Society in January, 1880, accepting the latter name and confirming the action by the trustees.

The Church started as a religious society and later became a part of the Parsippany Circuit. Later it was attached to Rockaway. In 1859 the Denville Church became a separate charge.

About 1873 a parsonage was built on land donated to the Church at what is now 77 Diamond Spring Road. This building was subsequently enlarged and improved serving as the parsonage until 1955. In the Spring of 1955 the original parsonage was sold to the Episcopal Church and the former Squires' home on Diamond Spring Road was purchased for a parsonage.

In 1880 a fund for a new House of Worship was begun during the pastorate of Rev. W. W. Trumbower and continued under his successor, Rev. C. R. Snyder. The new \$4000 edifice was dedicated on July 19, 1894.

In 1932, during the pastorage of Rev. J. M. Blessing, an educational building was begun with meeting rooms and an auditorium. This is shown to the rear of the original wooden structure in the picture.

In July of 1942, under the pastorage of Rev. W. G. Sorenson, the Church observed its 100th Anniversary in the same location. A Gay Nineties party was a popular phase of the celebration. In December 1943, Rev. Sorenson entered the armed forces of the United States as a Chaplain.

Reverend Charles L. Mead, who had been at the Grace Methodist Church in Dover, accepted the call and under his dynamic leadership the Church prospered. He accepted the call of the Trinity Presbyterian Church of South Orange in March of 1946.

During the Pastorate of Rev. Julius L. Brasher, who came in May, 1946, over 700 members were added to the Church, more than tripling the active membership. There was similar growth in the Church School and other activities. In 1954 Rev. Brasher was succeeded by Rev. Warren Sheen who served until June 9, 1963.

Under the pastorate of Rev. Sheen a new Sanctuary was built in front of the parsonage on the former Squires' home on Diamond

~~At~~ At meeting of the  
trustees in April 1841 it was  
concluded to take down the  
Rockaway valley Church and  
move it up to Demille and rebuilt  
it on a lot near the school house  
Accordingly the lot was purchased  
of Mr. Styer and wife it contains  
20 hundredths of an acre and cost  
20 dollars

Agreably to appointment the people  
met on the 2<sup>nd</sup> day of May 1842 and  
commenced taking it down and on  
the 3<sup>rd</sup> May finished taking it down  
and by the evening of the 4<sup>th</sup> it  
was all moved up to its intended  
site and on the 2<sup>nd</sup> day of June it  
was raised - and by the 13<sup>th</sup> it was  
enclosed & finished and on the 15<sup>th</sup>  
day of August it was dedicated by Doctor

Minutes from original church ledger regarding relocation of church

M. E. Church



Early congregation of Methodist Church, Denville

Raymond Righter



Community Church, M. E., Denville, 1955

Dover Advance

Spring Road. This was of modified modern architecture with a seating capacity of 300 plus a choir of 40. The cost was \$240,000 excluding the land. The next step in the plans is an educational building with an estimated cost of \$350,000. It is expected that the entire new establishment will have a cost of nearly \$700,000. This may not be undertaken until the facilities on Diamond Spring Road are sold and they make a little impression on the \$140,000 mortgage.

The new Sanctuary was dedicated on September 23, 1962. Rev. Sheen was succeeded by Reverend John Pfahler on June 9, 1963.

The Church has sponsored many organizations and groups. The building is used seven days a week by many Church and community organizations. The Church has one of the finest programs of scouting for both boys and girls. The cub pack started in 1950 has been split three times because of growth. One troop is now sponsored by the Community Church in Mt. Tabor. The Church still sponsors two troops. A week day nursery with two paid teachers is in its fourteenth year.



New Community M. E. Church - Diamond Spring Road - 1963



### ***St. Mary's Roman Catholic Church***

The history of St. Mary's Roman Catholic Church goes back to 1925. The Catholic population of Denville prior to that time was very small. Not having their own Church or priest, the people had to satisfy their religious obligations by attending Mass at the Chapel of St. Francis Health Resort, at St. Cecilia's in Rockaway or in Dover or Boonton. By order of the Most Rev. Bishop of the Newark Diocese, Denville became a Mission Parish of St. Cecelia's Church.

It was under this status that Rev. Joseph Hewetson became administrator and Pastor of the Catholics in Denville. Under his able and zealous administration, and with his great and fatherly interest in the plight of the Catholics in Denville, they were organized and, with the approval of the Bishop of Newark, a new Church organization was formed in Denville.

Finally after many meetings, minutes were prepared petitioning the State of New Jersey for a charter for the corporation to be known as St. Mary's Catholic Church, Denville. On September 29, 1925, the charter of incorporation was granted. The first lay trustees were Messrs. Edward F. Maguire and Harold N. Raymond. Later Fenton Dowling was elected to replace H. N. Raymond who resigned.

On October 20, 1925, St. Mary's Church purchased six lots located on the State highway from Fred S. Myers. On December 8, 1925, ground was broken for the new Church. The cornerstone was inserted in the new Church on May, 30, 1926, and dedicated by The Right Rev. Monsignor John A. Duffy on August 15, 1926. This same year two additional lots facing the highway were purchased.

In 1928 upon the death of Fenton Dowling, James O'Leary was elected trustee with Leroy Grove. More property was purchased behind the Church in 1928. Mr. Grove resigned in 1936 and was replaced by Nicholas Speck who resigned in 1941 to be replaced by George Carey. On February 25, 1954, James O'Leary, who so

faithfully and zealously had performed his duties as a lay-trustee for all of these 26 years, died suddenly and in his place James T. Varley was elected.

In January, 1940, Rev. Joseph H. Hewetson was appointed as the Pastor of the Immaculate Conception Church in Franklin, and the Rev. Francis J. Doogan came as Pastor of St. Cecelia's Church and administrator of St. Mary's Church.

The Catholic population in Denville continued to increase substantially to the number that in the judgment of Bishop McLaughlin to better provide for the spiritual welfare of the people, a separate and independent parish was needed.

On June 21, 1941, Rev. John D. Furman was appointed the first resident Pastor. On arriving at St. Mary's, Rev. Furman found only a Church and no place to take up his residence. He soon arranged to live with Misses Nellie and Catharine Rowe at 29 Myers Ave. However, on account of wartime restrictions on material during World War II, it was not until May, 1948, that ground was broken and construction begun on the present rectory. It was ready for occupancy in April of 1959 by The Right Rev. Monsignor Furman, who had received the appointment the previous July.

On September 6, 1953, ground was broken for a new school and convent. These buildings are the same brick as the Church and the rectory. The school has accommodations for eight grades and kindergarten. There is a cafeteria seating 200, a gymnasium-auditorium seating 700, and a convent which houses the twelve Sisters who staff



St. Mary's Roman Catholic Church, Denville

Dover Advance

the school. The 1963 enrollment is approximately 565 students. St. Mary's Parish has grown considerably through these years and now has approximately 600 families. Rev. William P. Glennon is now ably assisting in the administration of the functions.



### ***Undenominational Church***

The Undenominational Church was formed as a spiritual outgrowth of the efforts of the Community Christian Club in February, 1929. A group of young men formed the club, holding weekly services in various homes, visited the sick, gave aid in such ways as supplying food, clothing and coal to the needy in Denville and the vicinity.

Following the formation of the Church, Sunday worship services and Sunday School were held in the Patriotic Order of Sons of America Hall on Main St. The Ladies' Auxiliary was formally organized on September 30, 1929, with twelve members. The Church was incorporated on November 12, 1929, with nine trustees. Three months later the charter membership closed with seventy-one members.

Rev. Andrew B. Wood was the first resident pastor and a most popular man in the community. In 1930 a permanent home was sought and a move was made but it proved unsatisfactory and they returned to the hall.

Other early pastors were Rev. Noah C. Gause, a much beloved man who served for several years, and Rev. David Newquist. On

November 7, 1936, the Church purchased property on Broadway on which to erect a church building, the cornerstone for which was laid on November 17, 1940, under the pastorate of Rev. Walter A. Scholten. In May, 1942, the new church was opened for worship and Sunday School. To Stephen R. Sofield goes much of the credit for supervision and work in conjunction with the completion of the church. On October 1, 1952, the Church purchased a lot adjoining their property.

Pastors who have served the Church well in more recent years are Rev. Eldred Kuizenga, Rev. Harold Kaiser, Rev. John Neff, Rev. Anthony Monteiro, Rev. A. James Cara, and Rev. G. Sherman Ott.

Rev. Richard N. Merritt served the Church well for four and a half years and was very popular with his congregation. The next Pastor was a student, Rev. Harcourt Klienefelter. He was given a leave of absence from the Church to take advantage of a scholarship at the University of Edinburg in England. On September 13, 1963, he left to enter Yale. The Church was served by Rev. George Hackett after that date.

Rev. John E. Slater, Sr. has been serving as Church counselor for nearly 20 years.



Dover Advance

Undenominational Church Denville

## *Church of the Savior (Episcopal)*

On June 30, 1955, an Episcopal Church Mission was established in Denville by the Diocese of Newark under the direction of Rev. Alan Bell. The awaiting parishioners transformed the former M. E. Parsonage at 77 Diamond Spring Road into a place of worship. The first services were conducted on September 11, 1955. Registration for the Church school was Saturday, September 10, 1955. A church was then built adjacent to the firehouse on Main St. as temporary quarters with intentions of building a permanent edifice on the same location. The construction of Route 80 made a change in these plans necessary, but the temporary facilities were used from the winter of 1956 until early 1959. Gifts from Churches as far away as New York City (Altar Cross, candlesticks, lectern desk, chairs, pump organ, etc.) were a tremendous help in getting underway and many of them were used in both of the temporary locations.



*Church of the Savior, Episcopal, Denville, 1955*

The present Church and Parish house at 155 Morris Avenue were built in 1959 and the first services conducted on Palm Sunday of that year. Today the Church of the Savior has 1300 Baptized and 700 Communicant members.

The establishment of the Church of the Savior in Denville was the result of petitions submitted by the clergy of St. Peter's Church, Mountain Lakes; St. Paul's Church, Morris Plains; and St. John's Church, Dover. Because their own parishes were rapidly expanding they felt that they could not adequately fulfill their pastoral respon-

sibilities to their parishioners who lived in Denville and Mt. Tabor. The Board of Missions in the Diocese of Newark concurred and appointed Rev. Bell to lay the groundwork for the new parish in Denville. The excellence of his guidance made possible the substantial facilities they have today.

The Rev. Roger Owen Douglas has been the vicar of the Church of the Savior since November 6, 1960. Under his guidance the Church has shown considerable growth. His devotion to the children of the community has resulted in unified efforts on the part of all in this fast growing community. He is certainly moving with the times and respected by all.

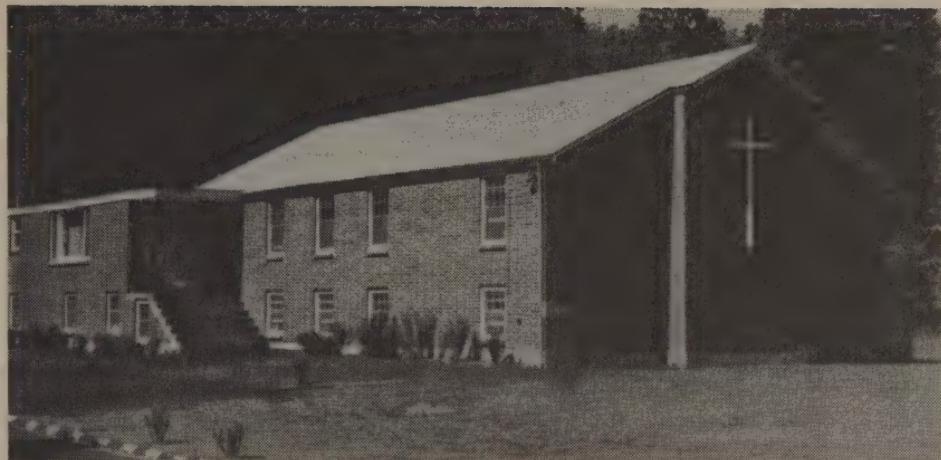


*Church of the Saviour, Episcopal, 1963*



### ***Bible Fellowship Church***

The Denville Bible Fellowship Church began with five families who gathered regularly in their homes for prayer. As a result of these meetings Rev. Jansen Hartman, Director of the Church Extension Department was asked to meet with them. On October 20, 1957 Rev. Bert N. Brosius became the first pastor. On this day their first service was held in the Denville Memorial Library with nine adults and thirteen children attending. Services continued regularly at the library.



Bible Fellowship Church - Diamond Spring Road 1963

During the Summer of 1958, a tent crusade was held in the heart of Denville. A strong children's ministry was established which included Vacation Bible School, Junior Church, Junior Prayer Meeting, Junior Choir, Jet Cadets and Youth Fellowship.

After two years of faithful service Pastor Brosius accepted the call to Lehighton Fellowship Church. In October of 1959, the present pastor, Ronald C. Mahurin, began his ministry.

On November 18, 1959, a building committee was appointed. On February 17, 1960 plans were presented and approved but construction was not begun until April 2, 1962, because it took 364 days to obtain a building permit.

The first service was conducted on September 22, 1962, in the new building. The church now has a membership of fifty families. Eighty-five attended the dedication service for the new building.

### **Lakeland Evangelical Free Church**

In 1960 the Par-Troy Bible Church under the guidance of Rev. Carl Danielson and the Evangelical Free Church under the pastorate of Rev. Harry Richardson merged to form the Lakeland Evangelical Free Church. The two congregations found that they had very common doctrines and that a union was in order.

Both Churches were formed in early 1959 and went their separate ways until the merger was consummated. The Evangelical Free Church had been using the facilities of the Seventh Day Adventists in Rockaway and the combined Church is using the same facilities.

Although at the present time there are no members from Denville the Church selected this Township as a central meeting location. They have obtained the approval of the Planning Board and the Building Inspector and are well along with the filling and grading of a parcel of land on the east side of Franklin Road just south of Interstate 80.

## CHAPTER VI

### Institutions

An important factor in the steady growth and development of Denville as a resort community has been the presence of the Diamond Spring Inn and the St. Francis Health Resort. Both have accommodated guests from practically every State in the Union, many of whom subsequently established their homes in this area. Both are situated on Diamond Spring Road and have a history that dates back before Denville became a separate municipality.

#### *Diamond Spring Inn*

At one time the Diamond Spring Inn was operated by a journalist of national repute, under whose regime the local spa acquired an enviable following. At one time it came under the management of the internationally renowned Waldorf Astoria Hotel of New York City, thus adding added luster to the reputation of the community. Many local residents owe their first contact with Denville to a vacation spent at the Diamond Spring Inn. The main building was destroyed by fire many years ago, but the substantial facilities provided for the help is still in excellent condition.

In 1955 the property was sold to the New Jersey Foundation, for the Blind, a non-profit corporation incorporated in 1942 under the laws of the State of New Jersey. The Foundation was organized by a group of blind volunteers to promote the social welfare of the blind men and women of New Jersey by supplementing the services of the State Commission for the Blind. The State Commission operates within a framework of the law which provides no staff time nor financial appropriation for social and recreational programs.

The 28 acre wooded estate, with swimming pool and a pond for boating, has been renovated with a minimum of special facilities for the blind. During the summer it primarily serves recently blinded women as an orientation to live a normal life without sight in a world designed for sighted people. There are no guides, pipes, fences, or rails throughout the building or on the paved paths through the woods, except that one rather long unpaved path does have a steel cable for guidance.

During the balance of the year couples use the facilities primarily over weekends. The Lodge is supported entirely by donations. All of the officers are blind except for the treasurer, as are most of the members of the Board of Directors. Except for some maintenance and clerical work all of the work is by volunteers.

Guests from 16 to 95 years of age during the last eight years have enjoyed swimming, boating, crafts, reading, picnicking, field trips, dancing and playing games with adapted equipment. Denville can be proud to be the home of this splendid facility.



*Diamond Spring Inn in 1909 when first used as an Inn*

Betty Anne Laue



*Diamond Spring Inn - 1926*

Betty Anne Laue



*N. J. State Camp for blind women. Formerly Diamond Spring Inn property*

## *St. Francis Health Resort*

The St. Francis Health Resort, a nonsectarian home for convalescents, is owned and conducted by the Sisters of the Sorrowful Mother, an order of the Roman Catholic Church. The property located at the intersection of Diamond Spring and Pocono Roads and originally covering more than 200 acres, was first owned by the Glover family, long resident in the Denville area. After several changes in title, the site was acquired in 1895, by the Order, represented by a priest and seven nuns. The old Glover mansion served as convent and chapel until 1915, when the present modern fireproof addition was erected. Approximately, half of the acreage was sold in 1925, to the developers of the Lake Arrowhead region, and in 1927, an extensive building program was begun. From its



*Early Kneipp water cure -- 1904*

Raymond Righter



*Sisters Bath house - Kneipp Water Cure - 1903*

H. L. Barrett, Sr.



Kneipp Water Cure - 1914

William Harder

inception as a health institution, the resort earned wide recognition by sponsoring the famous Kneipp Water Cure for convalescents and making it available to the public at nominal cost. It specializes today in hydrotherapeutic and physiotherapy treatments, administered by trained attendants with modern medical equipment. From a modest beginning it has grown until it is now has accommodations for 300 guests and serves approximately 4,000 guests annually. Many visitors to this picturesque spot, through which the Rockaway River flows, have been so impressed with the attractiveness of Denville that they have purchased home sites in the township.

The reputation of the St. Francis Health Resort, has reached as far as Texas, Canada, and even South America; as evidenced by applications on file at the Resort. Convalescing guests at St. Francis have included a Justice of the Supreme Court, and many prominent actors, Congressmen, bishops, and lawyers. Beyond its measurable contribution to Denville's fame as a health resort, this institution has affected the growth of the community in even more tangible fashion. When it sold about half of its acreage some 15 years ago, it participated indirectly in the establishment of the Lake Arrowhead sections of the township, which currently represents an aggregate in tax ratables greater than that of any similar area in Denville. Moreover, in addition to being the largest economic enterprise in the municipality, St. Francis Health Resort is recorded as the township's largest individual taxpayer. Although the greater part of this property is tax-exempt, it contributes an annual revenue of more than \$12,000 to the total treasury.

The 200 acre tract on which St. Francis Health Resort and the majority of Arrowhead Lake is located has had a very interesting history for those who are interested.

In 1800 (some reports show 1820) the Glover Mansion was the finest building in Denville, a royal estate for the period and for the area in which it was built. It was by far the largest and the best built. The estate covered over 200 acres of ground and early visitors to the area were shown the secluded home. The Grovers



ST. FRANCIS HEALTH RESORT, DENVILLE, N.J.

had slaves and are reputed to be the only ones in the immediate area who did. How many they had is not known. According to the story which has been searched by the authors, one of the slaves apparently inherited the property either by will or possession.

In 1867 the property was owned by L. F. Wadsworth who operated the store in the brick building where Lakeland News Delivery is now located.

In the 1870's the property was purchased by the Diocese of Newark as a Protectory for Boys. The Protectory was moved to Arlington, New Jersey, and the property stood idle for a very short period.

The next owner, who purchased the property in 1885, was the Order of St. Benedict who it is understood never put the property to use. For nearly ten years they had a tenant farmer on the premises and the buildings fell into disrepair. The numerous outbuildings and domestic quarters were far from the condition that they were in 95 years before.

The Sisters of the Sorrowful Mother purchased the property which Monsignor Joch felt would be an ideal place for the Kneipp Water Cure because of the rolling hills and the winding river. There were no facilities and the Order had no money for the purchase. It was all handled by a promissory note. The interesting thing is that the enterprise was so successful that the entire note was paid off in less than five years and the property was free and clear.

There were no buildings, no facilities, but people flocked to the area for the famed Water Cure because it was the first such establishment in the east. The guests were taken down to the banks of the Rockaway River. As Father Joch recalls it, "I was obliged to emulate the example of John the Baptist. That day the Rockaway River became the River Jordan."

The Glover Mansion, later the Protectory, became the Chapel. Additions were added in 1908, 1910, 1915, with a major addition in 1927 after the 100 acres, that now make up most of Lake Arrowhead, were sold to developers. Then in 1953, the St. Clare's Hospital was built on the eastern portion of the remaining property.



Aerial view of St. Francis' grounds

S.J. Gill



Chapel - St. Francis Health Resort

## *St. Clare's Hospital*

For more than half a century, the Sisters of the Sorrowful Mother have been conducting the St. Francis Health Resort in Denville.

During the early days of the Health Resort's existence, consideration was given to the thought of building a hospital similar to the many hospitals administered by the Sisters throughout the Middle West. The first thought was to have a separate wing for hospital purposes, but gradually the idea developed to build a separate hospital in order that the beautiful sloping terrain along the Rockaway River might be used to its greatest service -- the care of the sick.

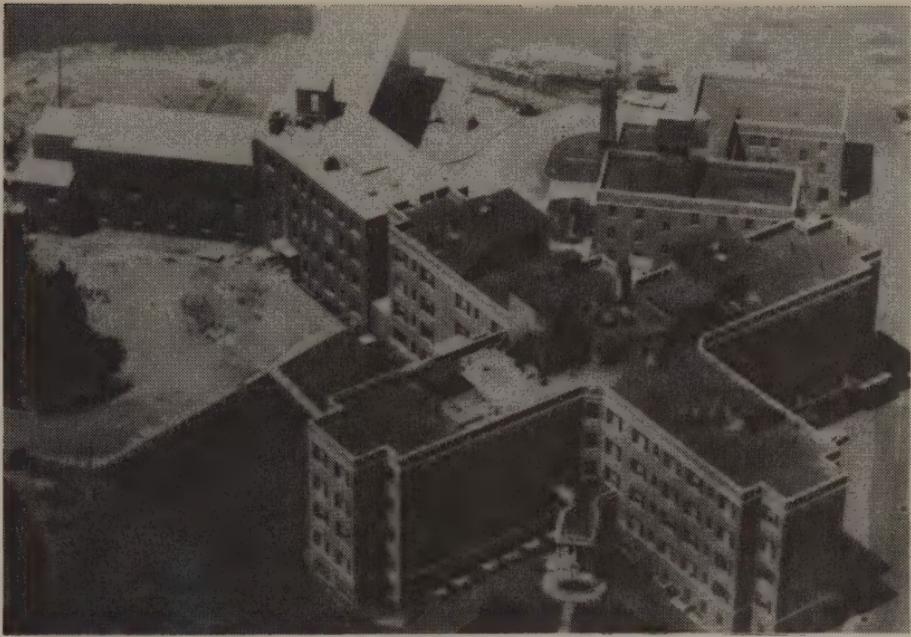
During the Labor Day weekend in the year 1950, ground for the hospital was broken and Sister Florina, then Superior at the Health Resort, drove deep the first shovel that marked the beginning of three years of plans and work.

On August 31st, 1952, the cornerstone was laid.

July 15, 1953, was the next big day in the young life of the hospital. On that date over 750 members of the Auxiliary and the friends of St. Clare's (mostly non-resident) viewed the building from top to bottom, dedicated the Auxiliary Gift Shop-- "The Clarenook"-- and showered it with hundreds of presents and \$500.00 in cash. The Auxiliary, has an active membership of approximately 800 women in the area.



*St. Clare's Hospital, 1963*



Aerial View St. Clare's Hospital - 1963

The Citizen of Morris County

There is also an Advisory Board to the Hospital, comprised of men of the area.

Ideally situated on a rise of ground, the hospital spreads out in four wings to form a cross. A circular driveway leads up from the public parking area long the river to a giant portico over the main entrance, where a marble statue of St. Clare, imported from the Gasparri Studio in Milan, serves as a reminder of her work among the sick and needy.

To the right of the hospital, facing the bend in the river, is garaged the beautiful St. Clare's ambulance, which was donated by the contractors who built the hospital. In the rear are the great entrances for supplies. In a separate building are quarters for nurses and an ultramodern laundry, which is so sound proof that no vibrations can pass through the walls. There also is a large parking area for doctors and employees of the hospital.

Upon entering the hospital, one comes into a circular reception hall with walls of Belgium royal rouge marble. Beyond this is a second center hall from which one can view the corridors leading into all four wings, and "The Clarenook", gift shop of the Auxiliary.

On the first floor, the two wings toward Pocono Road are devoted to office, staff rooms and laboratories with the very latest equipment. The left wing houses a cafeteria with a seating capacity of eighty for the exclusive use of hospital personnel.

One of the rear wings is devoted to kitchens and diet kitchens with stainless steel facilities of the latest design and laid out for efficient operation. There are meat counters, fish counters, and vege-

table and dessert counters. There are refrigerators and cold rooms adjacent to each. The bakery is similarly well planned in a separate room with adjacent supply rooms.

All patient rooms are papered with fireproof fabric in bright floral patterns. Each room has its own lavatory and closet. Oxygen is piped into all rooms so that when it is needed it is immediately available without cumbersome tanks. Each bed has a communication system which allows the patient to speak directly with the floor nurse. All rooms are outside rooms overlooking either the winding Rockaway River, the colorful fields of St. Francis Health Resort, or the rolling hills of the Rockaway River Country Club across the river.

The third floor has four modern operating rooms of varying sizes, a nursery with plastic bassinets on moveable tables ready and waiting for future Morris Countians, and an incubator room. In the pediatrics department on the second floor all the walls facing the corridor are made of glass so that the nurses can observe the children as they walk down the corridor.

The emergency room, blood bank, X-ray rooms and a surgical dressing room are located on the ground floor. Each floor has service kitchens where the food is distributed to the patients' trays. These kitchens were a gift of the Auxiliary, as were the drapes in the guests rooms and the two four-bed wards.

The hospital was formally dedicated on August 12, 1953. On November 11, 1960, the \$1,200,000 addition was dedicated. In the addition there are three new delivery rooms and Caesarean section room. The new wing also has 30 beds which increases the capacity of the hospital to 185. There is also a new Chapel with a capacity of 150 people. The original Chapel was converted to a most comfortable waiting room in the lobby.

The services of the hospital are available to every man, woman and child in the area, regardless of station in life, race or creed. Although the hospital is administered by the Sisters of the Sorrowful Mother, a religious organization of the Catholic faith, its staff and its personnel are nonsectarian and all the sick who enter the portals find sanctuary therein.



**Business Institutions (Banking)**



*Trust Company of Morris County, Denville Office, 1963*



*Rockaway Savings and Loan Association, 1963*

## CHAPTER VII

### Education

#### *Early Schools*

The beginning of schools in this area followed closely on the heels of the settlement. The schools were small, one room structures at the outset, with all eight grades and sometimes some high school work carried on in one room by one teacher. Children were not graded as we know grading today, but were referred to as being in the 'Primer', 'First Reader', 'Second Reader', and so on.

There was a small school near the spot where the gasoline service station is located at the southeast corner of Main Street and Bloomfield Avenue. This was about the year 1774. Later a one room school stood on the property next to the Community Church just off Diamond Spring Road. Conflicting dates have been given as the time this school was built, but it can be substantiated that it was before April of 1841, because the minutes of the Church for that date specify that the Church was to be moved next to the school, from its location at that time - off Pocono Road near 'Cook's burying ground'. The picture shows the class of 1889 in front of this school.



Denville Public School, 1855, located next to Community Church on River Road (now Diamond Spring Road). This building served as Denville's first Municipal Offices. Here, too, Denville women voted for the first time. Ballots Numbers 1 and 2 were cast by Mrs. David (Sarah) Dickerson and Miss Gussie Vesper.

Shepps



Class of 1889. Mr. Johnson, teacher.

Harry Beam

The heating system of this particular school left much to be desired. There was a large pot-stove in the front of the room but on very cold days an iron pot was set up in the back of the room in which charcoal was burned to add to the comfort of the students. When the youngsters wanted a day off, one of them might put a piece of damp leather or some other material that would burn with nearly as bad an odor, into the charcoal pot. Soon in self-defense the school master would have to dismiss school. It is reported that one long suffering schoolmaster decided to put an end to the fun so he made the suspects stay and endure the odors for the remainder of the day, even adding bits to the fire himself in order to make sure that the lesson would 'take'. There is no record of how long the 'cure' lasted.

When these facilities were finally abandoned for larger facilities just north of the present Main St. School, the building was sold to the Church for \$24.00. The Church retained the building and it was used for the first election in 1913, and was leased for the next 14 years as a meeting place for the Township Committee. It was in this building that the first two Denville women voted after women suffrage was adopted on August 26, 1920. Ballot Numbers 1 and 2 were cast by Mrs. David (Sarah) Dickerson and Miss Gussie Vesper.

The Union Hill section, according to old records, was served shortly after the Revolution by a classroom on the second floor of a tavern. This was on the Casterline farm, purchased in 1918 by W. H. Ebeling and now owned by his nephews, William and Nathan Price. The tavern was about two-thirds of the way between Helliwell's corner and Openaka Pond on Openaka Road.

Students from what is now Denville Township also attended school on Meriden Road just off Green Pond Road, but since that school was not in what is now Denville it has not been investigated further.

As was pointed out earlier in this book groups of eight or ten families settled in many parts of what is now Morris County. These families undoubtedly made some provision for education in their small areas. Early schools have been reported to have been located off Ford Road, off Old Boonton Road near the old Morris Canal, and in the Hinchman house but an extensive investigation has been fruitless.

An entry in the handwritten ledger of J. P. Crayon states that in 1810 Joseph Ayres, a son of one of the early settlers of Pigeon Hill, went to school in a frame building located near Captain Allan Lee Bassett's gate at the south corner of the Union cross-roads. As nearly as can be determined this was near the joining of Palmer and Franklin Roads just outside of Dover. These roads ran along General Wind's farm.

In the early days teachers compensation left a great deal to be desired. A male teacher's salary ranged from \$32.00 to \$32.33 per month in 1879. By 1882 the figure had zoomed to \$40.00. "Lady teachers" were paid from \$30 to \$37 per month. At the time we separated from Rockaway they were still getting under \$42 per month. The teachers were generally persons without families and were boarded around by the week in the families sending the most children to school.

In many localities children were obliged to walk as much as two and a half miles to school, and tuition was from \$1.50 to \$2.00 per quarter paid by the patrons of the school.



One room school in process of being moved.

Raymond Righter

Presented to

Malinda Smith.

whose general behavior meets the  
approval of her teacher

Kate Cypes.

Union October 1869.

Mr. Walter Joy

What was a day in a one-room school like? A gentlemen somewhat over twenty-one, who wished to remain anonymous, gave this account of his experience.

"As an eight year old boy, I attended a one-room school in Denville Township. The school was in the Union Hill Section. We called it "Pigeon Hill" then. Miss Adelaide Hance was the teacher. She had 45 pupils and the grades were pre-primer (that's kindergarten now) through eighth.

We used slates in those days. Some of the girls and "fancy" boys had sponges tied to the frame with string, but most of us just brought a rag from home. The "dainty" ones wet the sponges or rags in the proper way and from the proper source, but many of us used a quicker method...

Seats and desks were "doubles" --- that is two sat together. Often a younger child was seated along with an older one so that he could be helped with his work.

The mid-morning recess was not for play. Two of the bigger boys went to the house next door and drew a bucket of water. I must tell you that this was truly an "old oaken bucket". Two of them, in fact, operated on a pulley wheel and chain. We let the bucket down until we heard the splash, then hand over hand we pulled it to the edge of the little well house, dumped the cool stuff into our pail, and trundled back across the field to school. Once back in the school room, the boys took the tin dipper from a nail and passed up and down the aisles until everyone had had his drink. I never tasted better water --- and I lived to tell the tale!

Noon-hour was another matter! At the dismissal signal, the boys dashed outside to the coal-bin. That was our favorite seat for the lunch hour. There would be a mad scramble to see how many could get a seat on the roof of the bin. More than one scrap, with fists flying, took place between contenders for the honor.

After lunch we would go down the hill to play in the brook. (Den Brook). One hollowed out spot was called the "deep-hole" --- and it was deep. Deep or not it was an ideal place to cool off on a hot day.

One day we decided to build a raft and go sailing. Two or three old railroad ties from the mill-race made a good foundation. For boards we tore apart the old water wheel which had at one time powered the paper mill. Nails had to be brought from home --- but then all boys had pockets --- and still have!

Sometimes we didn't hear the bell and so we would be late for the afternoon session. When this happened too often, we'd post a look-out to give the signal

--- I can't remember being punished especially. Maybe the teacher didn't relish our wet clothes and shoes. In the winter time, a pot-bellied stove afforded the only heat. Those near it were in the tropics, those by the walls, in Greenland. Monday mornings found the ink frozen, so we would have to wait for it to thaw before doing our copy-books. Oh, happy Monday mornings! In connection with writing, I should have told you that about the year 1897, the teacher told us to take our slates home and leave them. Modern times had come! We were to have paper and pencils.

There were no buses in those days. In the winter when the deep snows came, my father drove his team and pie-shaped wooden snow plow ahead of us to make a "track" for us. Most of us walked from one to two miles to school.

One more thing must be told. The District Clerk, who was John Finnigan, Sr. at that time, came once in a while to quizz the class. I don't remember how we rated, but I do remember his big eyeglasses which gave him a very official look.

Yes, there was but one teacher, but we respected her and she must have loved us and her job for we all graduated and took our places in society quite successfully. Perhaps the greatest lesson we learned was that learning is no confined to the walls of any building but that it goes on and on as long as we live.'



Two room Main Street School.

Raymond Righter

### Denville Center Schools

In the Denville Center section of the township the one room school next to the Methodist Church proved to be inadequate and about 1894 a two-room school was built on what is now the parking area of the Main Street School. The exact date when this school was built has not been determined, but Mrs. Harry Cook Lee started school about 1891 in the one room school and went there three years before going to the new school.

Over 60 students were educated simultaneously by two teachers in these two rooms. In about 1914 these facilities proved to be inadequate and the two room school was enlarged and a second floor added to provide a total of four class rooms.

In 1924 the Main Street School, situated on State Highway Route 53 was built and doubled in size in 1929. From 1929 until 1955, these facilities plus the present Board of Education building in Union Hill accommodated all of the elementary school children of Denville.

Miss Anna Hall, who lived in the John Hall homestead next to the Main Street Firehouse until Interstate Rt. No. 80 was planned to pass through the Township and who now lives in Indian Lake, provided much of the information included in this book. Since she was the first pupil from Denville to complete high school, her experiences in going to and from school, homework, and general observations of the time should be of interest to all. In a letter she relates these experiences.

"It is true that I was the first Denville pupil to be graduated from any high school. I was graduated from Morristown High not too long after the blizzard of 88. I was 16 and the youngest at that time for such graduation. In those days we had no sidewalks, no street lights, no autos, no busses, no trolleys, but we did have a horse and buggy. A miserable kerosene lamp in the center of the dining room or kitchen table sufficed for our reading and homework. Rev. Trumbower appointed me the first organist in the Denville Methodist Church. In those days few people had musical instruments in the home but we had an organ. My father conducted a Sunday afternoon singing class. This was my real foundation for church organist although I studied in N.Y. later. I was 12 years old when I became organist here in Denville. I must have presented quite a picture with my braided locks.

Our first house built by my parents just after the close of the Civil War was originally a small building but was enlarged to a 30 room dwelling. It burned to the ground in 1913..."



Class at Two Room School, Main Street. Miss Agusta Adams (Mrs. Charles Peer), Mr. Griswold, Teachers.

Raymond Righter & Mrs. Lawyer Young



Four Room School, Main Street. Formerly Two Room School with  
roof raised to make additional space, just after Township was  
formed.

Mary Righter Hackel



Class of 1906, Union Hill. Miss Margaret Dickinson Teacher.

Mrs. Walter Joy

## **Union Hill Schools**

Union Hill has had four schools since the humble beginnings upstairs of the tavern. The second school was behind the house referred to as 'the old school' across from the present Board of Education offices. This was called the 'stone school house'. In 1860 the stone school burned. Old minutes of the Board of Education read a reward of \$150 is offered by the Trustees for the conviction of the person who set on fire the school." No record can be found of the payment of the reward so we may assume the culprit was never apprehended.

For the third Union Hill school, the trustees decided to build a frame building 22 feet wide and 34 feet long with a center foundation wall running the length of the building. Board of Education minutes for this structure state "that \$300 be raised by taxation and assessment for the purpose of building the school. \$216 to be raised in Rockaway and \$84 in Randolph Township." Apparently the new building was completed in 1861 as a note appears that it was decided to insure the new building against loss by fire.

The fourth school is the building used since 1958 for the Board of Education offices. A January 1908 newspaper clipping reads as follows: "The Rockaway Township Board of Education has placed at the service of the pupils at Union (2-1/2 miles east of Dover) a new school building." The speakers of the day were Rev. S. H. Jones of Dover, J. Andrew Casterline and C. W. Hall, clerk of the Board of Education.

The fifth Union Hill school is discussed under '1963 School Facilities'.



**UNION SCHOOL  
ROCKAWAY TWP., NEW JERSEY**

**1902 - 1903**

Mrs. Walter Joy



Present School, Union Hill.

Union Hill News

On May 16, 1860, a school district was formed to serve the families of the general area of Pigeon Hill. Part of this district was in Rockaway Township and part of it was from Randolph Township. Because of the uniting of the two townships, the school was known as the Union School and the school district became known as the Union School District. Gradually the name Union Hill began to replace the name Pigeon Hill and the name of the area has stayed through the years.

Since it was at this time that the name of the area began to be known as the Union Section and later as Union Hill, the origin of the name Pigeon Hill or "pigen hill" from old records should be included. The only record of the origin is the story handed down from generation to generation by word of mouth.

The story is told that a great famine visited the people. Some say it was during a terrific blizzard and others say during a prolonged drought. The latter seems more likely because the people went to the top of the hill and prayed to God to send relief because they were desperate for food. Flocks of pigeons came and remained while the famine lasted. By eating these fowl of the air, the inhabitants of this area escaped starvation. Thus in honor of the deliverance, the site was named "Pigeon Hill."

Apparently the Union Hill area was a migration point for pigeons for years. The story is told that during both spring and fall at about the same time every year, pigeons were so thick that when they roosted on the trees large limbs were broken off. When they flocked in the sky they were so dense that you often could not see the sun thru them and they cast a shadow on the area. Both stories may be true, but the name Pigeon Hill was retained for years.

## **1963 Elementary Schools**

Denville Township has three elementary schools and a fourth under construction. The oldest of these built in 1924, with capacity doubled in 1929, is situated on 1.25 acres. The school was built for 500 pupils for all grades but is currently accommodating 690 students in the sixth, seventh and eighth grades. This building includes both a Home Economics and an Industrial Arts Departments with a total of eighteen classes in these three grades. There are fifteen standard classrooms and seven substandard basement rooms in use. Before this year is finished it is planned to have only kindergarten through sixth grade in this school.



Mrs. Owen Leek

**Main Street School with Four Room School still standing. Building was dismantled and windows etc. used in building present Fire house.**

Riverview School, built in 1951, is situated on 5 3/4 acres of land on St. Mary's Place. The original building contained ten classrooms. In 1953 a general purpose room was added. In 1954 this room had to be converted temporarily into four classrooms to relieve four temporary rooms that had been set up in the Auditorium of the Main Street School. In 1956 eight additional classrooms were added to Riverview. It currently accommodates 545 students in grades kindergarten through fifth grade. This will be changed to kindergarten through sixth with the completion of the new school.

Lakeview School was opened in September of 1958, with twelve classrooms and an all-purpose room. It is situated on a 13 acre tract on Cooper Road, off Route No. 10. The kitchen was converted to a kindergarten to increase the capacity. The school was de-

signed for about 300 children but is currently accommodating 420 in grades kindergarten through fifth. This will also be changed to K-thru 6th before the end of the year.

At the present time, the Board of Education transports nearly 1000 children from the outlying and hazardous traffic areas, and the school population is at an all time high with 1655 attending the elementary school system.

## Organization and Time Scale

S. 44° 30' E.

*C. carolinensis* was seen near

✓ 100% white, plain fabric, all elasticized

Mr. H. Steiner, Mr. Beckius  
of Philadelphia. "X"

January 10 am

Mr. George C. H. Johnson, of Lancaster,

## Fair Cross

adults with *Zonotrichia querula* (L.) visible.

"*Castanea sativa*, Shaver, Wilson

## On a Log-Carrier

Sundman, M. L. Smith, & Stamford

Graves. Common

Collected by W. H. Bailey C. M. Starobinski

|  |            |
|--|------------|
| June 6. Caught near 6000 ft. elev.         | 11         |
| Salmon 26.00, Gut weight 10.00, skin 10.0. | 37.00      |
| Trout 10.0., Guts 1.00, skin 2.00.         | 13.00      |
| Chub 5.00, Guts .50, skin 2.00.            | 7.50       |
| Total 105.00, Gut weight 5.00              | 100.00     |
|  | 28.70 cash |

"Est." State Monies 2370 face  
to be raised by Taxation 1500 net.

|                |                            |                        |
|----------------|----------------------------|------------------------|
| June 6, 1912   | Mr. E. C. Dignette, salary | 55.00 per month rec'd. |
| July 15, 1912  | E. G. Gramard              | 70.00 " " paid         |
| Aug. 15, 1912  | C. L. P. Curtis            | 80.00 " " paid         |
| June 6, 1912   | C. J. S. Palmer            | 60.00 " " paid         |
| Sept. 15, 1912 | L. Grignon                 | 50.00 " " paid         |
| Dec. 15, 1912  | J. M. Bannister, M.D.      | 25.00 Collyer paid     |
|                | O. Shantz, M.D.            | " unpaid.              |

**Minutes of first Board of Education meeting as a separate municipality.**



*Main Street School 1955*

Valleyview school, presently under construction, is situated on 19 acres of ground between Diamond Spring Road and River Road. The building is to have 18 classrooms, a library, art room, music room, industrial art shop, home economics room, all purpose room, and offices with a design capacity of 540 students. Facilities are all being designed for the upper grade students. The school will be opened before the end of the year and eliminate at least temporarily, the need for the use of sub-standard rooms.



*Riverview School, 1955*



Lakeview School 1963

H



Valley School, under construction September, 1963

## *St. Mary's School*

The parochial school serving the elementary school children is adjacent to St. Mary's Church. Ground was broken in September of 1953 for this school and a second building was built in 1963. The facilities are designed to accommodate over 700 students. The school is discussed in more detail in the Church Section of this book. See page 78.



*St. Mary's Parochial School 1955*



## *Morris Hills Regional High School*

Denville is one of the constituent districts of the Morris Hills Regional High School which takes care of all of our high school students. Rockaway Township, Rockaway Borough, and Wharton are the other three municipalities which make up the district.

In October 1949 the voters of Denville Township voted to join the regional high school district, and the school was opened in September of 1953. Prior to the opening of the Regional High School Denville students were separated, some going to Boonton, some to Mountain Lakes, and still others to Rockaway. Earlier some students went to Dover to High School and still others attended school in Morristown after completing their elementary school education in one of our one-room schools.

When Morris Hills Regional opened its doors in 1953 there were 868 students to occupy the 28 classrooms on the 37-1/2 acre tract. At the outset there was a gymnasium, cafeteria, library, health clinic, and business offices.



*Morris Hills Regional High School 1963*

In 1957 an addition for the school was opened adding 43 classrooms, a second gymnasium and an auditorium. Current enrollment in the high school is 2200 with a faculty of 123 with four administrators. Over 1400 students are transported by bus to the new school using 32 buses to accomplish this mass transportation. Morris Hills Regional is one of the few schools in the area to offer eleven varsity sports. The school attempts to prepare all students for the future of their choice by a broad curriculum including vocational courses. A 14,000 volume library gives the student an excellent source for his required and elective reading.

Several years ago the drop out rate was quite high but last year it dropped to fourteen percent. This is quite a tribute to the faculty. Currently only about 40 percent of the students go on to college but this has been going up on a regular basis. According to the 1960 census the population of the municipalities that make up the district was 31,407, but the growth in all of the municipalities making up the district far exceeds the national average and the school district is preparing for this population influx.

Denville is about to have a high school within its own borders. The district has purchased a 52 acre tract off Franklin Avenue and the steel work is up for the second high school for the district. This building will have 44 classrooms giving the district a total of 115. The school will be ready for occupancy in September of 1964.

But this is not the end of the districts high school facilities requirements. Based only on the population of the elementary schools that make up the district the high school population will reach 2986 with no allowance for additional families moving into the four municipalities. In June of 1963 there were 646 students from Denville attending the Morris Hills Regional High School.



**Denville's First High School Within The Township  
Showing Progress In Construction  
September 1963**



## ***Morris Catholic High School***

According to the plans of The Most Rev. James A. McNulty, then Bishop of Paterson, the new Morris Catholic High School, in Denville should have been ready for occupancy for the school year 1957-1958. When construction difficulties prevented this, the first 95 students took up temporary residence in St. Mary's, Wharton.

After dedication ceremonies in September, 1958, the students of Morris Catholic High School found themselves in an up-to-date building that provided the necessary facilities for a well-rounded curriculum.

The school, of reinforced concrete, brick, and limestone, is of fireproof construction and has 24 classrooms, including library, laboratories for chemistry-physics, science-biology, domestic science, and business education. In addition, there are a large double auditorium-gymnasium, a kitchen and a cafeteria, locker rooms and a series of offices and a Chapel.

Religious teachers, the Sisters of Christian Charity, were engaged through negotiations with the provincial superior at the motherhouse in Mendham, New Jersey.

The scholastic year 1963-64 opened with 625 students at Morris Catholic. Thirteen Sisters and nine lay teachers staff the school. Eight priests teach the classes in Religion.



*Morris Catholic Regional High School, 1963*

## CHAPTER VIII

# Denville in 1912

Before her death, Miss Emma Baldwin was working on a history of Denville which was never completed. Extracts from her work follow.

"When we moved to Denville in April, 1912, to occupy the house on the Old Boonton Road originally built over a hundred years earlier, Denville was a quiet country village, the Road to Morristown and the Main Road running at right angles to it both bordered by beautiful elms.

Opposite the post office directly facing Main Street was the Hinchman home and opposite it that occupied by the three Dicker-sons - Harry, Willamina, and Marvin.

My family came to Denville in April, 1912, about the time that Denville Township separated from that of Rockaway and became a separate municipality (act of Legislature, April 14, 1913). This date may well be taken as marking the end of one era and the begin-ning of a new one.



1912 Willys Overland Model 69T restored by Howard Lash.

Buzzy Lash



Hinchman House located at present site of Steven's Service Station, Main Street.

(Mrs. Owen Leek)

Those who remember what Denville was like at the beginning of the second decade of the twentieth century will recall that the center of town in those days had a certain charm. The widening of Main Street from Morristown had encroached upon the site of the old Hinchman homestead at the junction of that road and that of Diamond Spring Road so that the front porch of that residence, still occupied at that time by Mrs. Hinchman and two of her daughters, was almost on a line with the sidewalk. But the stately old elms, which marked the boundary of the property, were still standing and gave a sense of stability and dignity to the center.

On the opposite corner stood the homestead of Charles Dickerson distinguished by its French or Mansard roof.

Across the street was the old post office housed in a store now occupied by the shoe repair shop. At that time a narrow porch across the front gave the post office a decidedly countrified appearance which harmonized with the general aspects of the surrounding open country.

The interior corresponded with the exterior. The postmaster at that time was Daniel Righter but the duties of the office did not require the full time of the person and most of the duties were performed by Mrs. Righter who, in addition to handling Uncle Sam's mail, took care of a laundry agency.

Mail arrived at scheduled hours and while it was being sorted, the delivery window remained closed and expected recipients of mail gathered in the limited space in the front part of the store to wait until the sorting operation was completed. Individual boxes were not installed until a few years later.



Dickerson House opposite Hinchman House (*Shopping Center today*)  
Raymond Righter



Original Dickerson House corner Diamond Spring Road and Old Boonton Road. Seven Dickerson children born here. Mary Hackel

The location of the town at the junction of the Main Line and the Morris and Essex Branch of the Delaware, Lackawanna & Western Railroad had made it a convenient place of residence for those connected with the railroad and a number of those so employed had built homes in or near the post office and these formed the nucleus of the town's future center.

In 1912 there were but few farms still being cultivated. Beside those connected with the St. Francis' Health Resort, Bush's truck farm on the old Boonton Road and several smaller farms on that



Righter House 1910

Raymond Righter

road and others in the Union Hill section were still in operation.

The lakes which existed within the town's area had already attracted those who were looking for pleasant locations for their families for the summer months. As a result, there were two separate groups in the community...those who made Denville their all-year-round home and those who came only for a few month's residence each year.

To continue the description of the town's center, the Wayside Inn should be mentioned as a landmark.

In 1950 the Inn burned. This Inn was the successor of earlier ones known as Denville Hotel, Menaugh House and Carmer Inn. A hotel on this spot dates back to the early 1800's. The outward appearance of the Inn in 1912 remained much the same.



Denville D.L. & W. Railroad Station. Train on Boonton Branch, enroute to Hoboken.

Lawyer Young



Main Street - At right the home of Horace Cook Sr. Trolley Tracks at left.

Mr. & Mrs. Lawyer Young



*Looking down Main Street. Wayside Inn and Stables in background.*

Marshall Lash



*Tabor Lake 1904*

H.L. Barrett, Sr.



*Rock Etam Farm. Home of Foster Lawrence. One of older homes in Union Hill (1963)*



*Main Street Wayside Inn Stables in foreground. Now sight of Steven's Service Station.*

Mrs. Lawyer Young



Hinchman yard - now Broadway, Denville

Raymond Righter

J. B. Righter Homestead later the White Tower Tourist Home.  
(Before Broadway)

Mary Hackell





*Old Morristown Road (Rt. 53) looking toward Denville Center from Dickerson Store, Mt. Tabor. Claude Dickerson*

Across Bloomfield Ave. stood the Wayside stable and barn. This, in 1912 was occupied by the livery stable of Bert Hardman. Few automobiles were owned by Denvilleites in that year. The trains were regularly met and commuters served by Bert Hardman and his brother Bill and the McCollough brothers, Dan and Bill, in their horse-drawn vehicles. Mr. Duran, who occupied a house on Rock Ridge Road, had a fine pair of horses which were driven by Horace Cook. Mr. Duran was an enthusiastic lover of Denville and made frequent visits, even during the winter months so that his carriage was frequently seen at the station. Mr. Charles Norris of Boonton with his pair was a familiar sight on the old Boonton Road on his weekly visits to his sister who still lived at the Norris Farm, and Mr. Ilingworth and his two boys made an interesting trio as they rode astride mules or donkeys along Denville's roads.

Farmers still depended upon the horse and hitched their heavy draft animals to the family surrey or spring wagon, when necessity or pleasure took them to the center or neighboring town. William Henry Dickerson on the old Boonton Road was the possessor of a splendid pair of farm horses of which he was justly proud but which looked strangely out of place when hitched to a light surrey.

Joseph Cooper, of the same road, with his sister Jane sitting in state on the back seat, made weekly trips to market in Boonton or Dover.

The village smithy with its open forge, located on the main street across from the Wayside Inn was a further indication that Denville was still a country village in which horses needed to be shod and



*One of Denville's old time Residences*

farm implements repaired. Horses, too, played their part in keeping the roads open during the winter, and repaired, after a fashion, in the summer. Those who owned them, contributed their teams and wagons and were paid on a per day basis.

The spirit of cooperation which prevailed among the farmers of the valley was another indication that Denville had not lost its country character. In the busy summer season, several farmers would unite to help one another to reap and harvest the hay from their several farms and gather and thresh the grain. Each fall the threshers would come and Joe Cooper, William Dickerson and Bert Van Ness in particular would follow the threshers from one farm to the next.

Denville contained but few stores in 1912. In fact, the only ones were those which kept a limited stock of groceries and possibly a few notions. One of these was that kept by Stephen Dickerson on the site of the present Powell's Market,(editors' note: In 1963 this building was Marvel Florists) on Diamond Spring Road. Another was a small shop kept by Mrs. Vanderhoof in the basement of the house on Main Street now owned by Horace Cook. A third by the lock on the canal was kept by Edward Peer and his sons.

One of my vivid memories of those early days in Denville was the arrival of an itinerant butcher. I recall one of his visits which occurred after dark and I can still see the wagon illuminated by an oil flare so that his wares might be better examined. The driver of this cart was interested in the fact that we were city people and when he learned that we were from Brooklyn remarked to my brother, "I'm from the Bronx, Shake!"



Early photo of Village of Denville from Tabor Hill, Present Rt. 53  
in background.

Mt. Tabor Library

Except for a small business in the manufacture of vanilla extract conducted by Joseph Righter in the building on Diamond Spring Road now occupied by the Denville Herald, there were no industries in town. (Since this writing this building has been torn down and The Citizen is housed in a new building.)

Two trolley lines joined at Denville. The Morris County Traction Company operated a line via Morristown to Lake Hopatcong with a branch to Boonton from Denville junction. The "Junction" or station was located a short distance from Main Street on the rear of the site now occupied by the Denville Garage. This was operated by Joseph Cisco who kept a small refreshment and candy stand in conjunction with it. Here passengers from Boonton and its neighboring towns would gather for transfer to cars going to Morristown or Dover, the principal shopping center for this area, and it was nothing when Court was in session to hear those doing jury duty discuss the proceedings with each other while they awaited the arrival of their trolley.

When the trolleys were discontinued, the station building was moved out to the Main Street and is now occupied by Wills Barber Shop.

The old one-room school house still stood on the lot adjoining The Denville Community Church and though it was no longer used as a school, testified to the fact that the time was not very remote when Denville youngsters were so limited in number that all of them could be accommodated in a building of that size. In 1912 this building was used by the township Committee for meetings and as a polling place on Election day. School facilities were then pro-



Righter Homestead on Diamond Spring Road later home of Denville Herald now Trust Company of Morris County

Mary Hackell

vided in a two-story, four-class room frame building on Main Street which had been erected at the turn of the century and was itself later replaced by the first section of the present school.

In 1912, Denville was fast losing the distinguishing characteristics of a country village.

Claude Miller, who had been spending his summers as a boy in Denville and who appreciated the unusual advantages which the town possessed as a vacation resort for the families of business men in New York, Jersey City and Newark, added two large wings to the old stone and frame house on Diamond Spring Road and converted it into a summer hotel. In 1912 this hotel was at the height of its popularity. A number of former guests at the hotel had purchased cottages on Diamond Spring Road, several of which Mr. Miller had built. The Inn formed a social center for the hotel guests and the cottagers. Weekly dances were held at the Inn and picnic parties and canoe trips down the river and back by the canal afforded pleasant diversions for the summer visitors.

St. Francis' Health Resort had also been established and though offering fewer attractions than the Inn for the visitor interested in having a good time, catered especially to those in search of quiet and fresh air. It was fast gaining a reputation for the recuperative qualities of Denville air coupled with the wholesomeness of home-grown farm products and a quiet atmosphere. The employment of the lay sisters of the order in their distinctive garb added an extra touch to the situation and the sight of these sisters engaged in such simple farm pursuits as weeding, planting, threshing and the feed-

ing of chickens seemed more like a scene in rural sections of Europe than in twentieth century America.

Another unusual sight at the Sanitarium was that of guests taking what was known as the "Kneipp cure," one which advocated the therapeutic value of walking barefooted on the dew covered grass.

In addition to the two water-ways, the Rockaway River and the Morris Canal, which offered the attraction of water sports to the summer visitor, Denville boasted a number of lakes. Those which, at this time, had already become centers as planned vacation homes, were Cedar Lake, Rock Ridge, and Estling Lake. Each of them had developed a sort of independent existence and had become a more or less independent or closed corporation.

This, then was Denville, at the time of incorporation as an independent township.

From that date, down to the present, the steady influx of city dwellers, who not only contributed to the increase of the population of the township but who demanded the sort of conveniences to which they had become accustomed made rapid changes inevitable. From 1912 on, the growth of Denville may perhaps best be traced in the history and growth of its various activities and institutions.

But Denville existed long before 1912, and the account of its early beginnings is as interesting as the story of its twentieth century growth".



This was John Hall's house which stood originally near Main Street. Later it was moved back and joined to the "little house" visible in back. The smaller house is over 200 years old and served for a time as a Methodist parsonage when services were held in a house which now stands in back of the Community Methodist Church.

Miss Anna Hall

# CHAPTER IX

## Municipal Government

### *Governmental Organizations*

The various types of municipalities as we know them today are the expression, in final form, of the principle of decentralization in government, a principle established early in the formative days of the Nation and the State. The primary purpose of such decentralization was the more effective application of taxing procedures and regulatory measures stemming from the central authority, and the policy of setting up political subdivisions served effectively to expedite the legislative program. It also resulted, as an incidental development, in fostering the desire on the part of the governed for a greater measure of self government wherever practicable. The county was the first political subdivision created, its establishment purposely designed to afford the residents of the districts easier access to the courts. It became, in time, the principal administrative arm of the central governing body, but it is also recognized as the first legislatively created area of local self-government.

The township was the next political subdivision to come into being. While the earliest townships set up within the counties





Air Photo Denville Center, 1942. State Highway 46 in Foreground.  
St. Francis' Health Resort in Background.

S.J. Gill

were geographical rather than political entities, legislation enacted in 1798 established them as bodies politic and incorporate in law, and prescribed the township committee as the governing body for each township.

The township committee form of government which currently operates in Denville preserves the essentials of the structural form of the early townships. Under the plan in effect at present the governmental functions of the municipality may be divided into nine general classifications: Administration; recording; finance-taxation and fiscal control; public safety; administration of justice; public works; public health; public welfare; and education. A detailed discussion of these division may be found in the "Inventory of the Municipal Archives of N. J." Volume VIII, No. 14, Morris County, Twsp. of Denville.

As we have noted the community of Denville, though comparatively young as an independent municipality, has a history which reaches back to the Colonial period. From 1694 to 1710, the area now contained within the corporate limits of the township was part of Burlington County; for the next 29 years it formed a portion of Hunterdon County; and in 1739 it was placed within the boundaries of Morris County, where it has remained to the present.

Several early attempts were made to arouse sentiment to separate from Rockaway Township. The agitation for the separation first made definite progress in January, 1913. The claim was advanced by those petitioning for an independent government that of the three election districts of Rockaway Township, the Denville

district paid the most in taxes and received the least in benefits. It was also contended that the Denville school district paid a disproportionate share of school levies. The support of the summer residents, who constituted 60% of the population in 1913, was sought and obtained by the sponsors of the movement. This may have been an important factor in the vote, for on April 14, Denville township became a body politic and corporate in the law. One week later the residents of the new township met and set May 13 as the date for a special election of township officials. On that day a ticket of non-partisan candidates was selected to serve until the regular election the following November, a township committee of three members being chosen to serve as the governing body of the new municipality.

There was no Denville voting district and as a result, the polling places were always in remote sections of Rockaway. At the time



Aerial View of Denville 1924.

Frank Landry

of one election, a severe blizzard hampered people from getting to the polls. It is reported that Dan Righter, Tom Lash, Elmer Dickerson, and Charles and George Freeman walked behind a train in a blizzard to get to Rockaway and cast their ballots. A Denville man was elected by one vote and we were represented.

Since taxes had already been paid at the time of the separation Rockaway gave Denville \$5,000 for carrying on municipal functions for the balance of the year.

Popularly known as the "Hub of Morris County" and embracing an area of 12.9 square miles, Denville is located in the north-



1942 Air Photo Denville, Rockaway Branch D.L. & W. lower left.  
Main St. School and Fire House lower right. Rt. 53 Underpass, at  
State Highway 46. St. Francis' Health Resort in background. S.J. Gill

western section of Morris County, at the junction of the Morris and Essex and the Boonton branches of the Erie-Lackawanna Railroad. Its position as a railway junction and its geographical situation in the center of the State's Lakeland region have contributed materially to the development of the municipality. N. J. State Highway, 10, runs east and west through the Union Hill Section of the Township. N. J. State Highway U. S. 46 runs east and west through Denville Center. Interstate 80 also runs east and west through Denville as a limited access freeway, just south of route 46. In 1963 it was completed only from Denville to just beyond Netcong. Ultimately, it is to connect San Francisco on the west coast going completely through New Jersey to the George Washington Bridge, with another proposed route leaving route 80 east of Denville connecting to the Holland Tunnel. This will be interstate 280.

Morris County Highway 54 runs south to Morris Plains. By virtue of its unique Lakeland location, Denville contains the main potable water sources of the area and possesses one of the most complete municipal water supply systems in rural New Jersey. Its water is given one of the highest ratings by the New Jersey State Board of Health.

Until 1963 care has been taken to preserve the native attraction of the Township with the result that Denville is recognized today as one of New Jersey's better known communities of year round and vacation residents.

An effort was made in 1936 to install the municipal manager form of government. Approximately one third of the voters of the township desired the change, but the measure was defeated.

The township today has six election districts with a total registration of over 5000 voters. In 1955 voting machines were used for the first time.

Two minor revisions have been made in the original boundaries, the changes taking place in 1919 and 1929. The first involved a small portion, about half an acre, of the west central extremity of the municipality; the second, located in the same section of the township, concerned approximately 40 acres. Both parcels were transferred to Rockaway Borough.

The present boundaries of Denville Township form a triangle, the southern extremity being the junction of four townships -- Denville, Randolph, Parsippany-Troy Hills, and Morris--with Mendham Township's northeast corner less than a mile distant. Denville is bounded on the west by Rockaway Borough and Rockaway Township; and on the north east by Boonton Township and Mountain Lakes.



Diamond Spring 1912

H. L. Barrett, Sr.

## *Township Committee*

A legislature enactment, passed on April 14, 1913, created Denville Township from a part of the Township of Rockaway. The citizens of Denville, at a special election held in May of that year, elected its first township committee, which consisted of three members, all residents of the township. The members at the first election were chosen to serve 1, 2, and 3 years, respectively, and thereafter succeeding members were elected for 3 year terms. Fifteen years later, on November 3, 1928, pursuant to statute, the membership of the committee was increased to five. Before assuming office, each committee member is required to take an oath, which is filed with the township clerk.

In the event that a member of the township committee resigns, dies, refuses to serve, or is incapable of performing the duties of his office, the governing body declares the office vacant, and may by resolution fill the vacancy. If, however, the township committee fails to agree as to who shall fill the vacancy, then any member of the township committee, or any taxpayer of the township may, by petition, apply to a Justice of the Supreme Court, who is empowered to appoint any person over 21 years of age who is a taxpayer and resident in the township.

Failure of an elected committeeman to take the required oath of office, or his removal as a resident of the township, makes him ineligible to serve. Any person appointed by the township committee to fill a vacancy on the governing body holds office only until the first of January following the next annual township election.

The members of the township committee, in lieu of annual salaries, were paid until 1920, at the rate of \$3 for each day spent in the discharge of their duties, up to an aggregate annual compensation of \$150. In that year, 1920, the rate was changed to \$5 per day up to a limit of \$250 annually. The limit of the annual stipend was raised in 1926 to \$400. Today the committeemen receive \$1000 annually and the Mayor \$1200.

The township committee elects one of its members as mayor to preside at all its meetings. When, in his opinion, it is necessary or upon the written request of one-fourth of the governing body, the mayor may call special meetings of the township committee. The committee is empowered by law to appoint a township attorney, an engineer, a building inspector, a township physician, a treasurer, and a poundkeeper. It may also, by ordinance, establish a police department and provide for fire protection.

The general powers of the township committee, as granted by law, include the right to prescribe the duties, terms of office and compensation of all officers and employees of the township except as otherwise provided by statute. The governing body is also empowered to manage and regulate the finances and property of the township, maintain order, provide building regulations, and regulate the use of theatres, schools, and churches. It may raise money by taxation and make necessary appropriations for the

relief of the poor, for the establishment of a sinking fund and for any other purpose that may be legally authorized. The committee is required by law to adopt a municipal budget for each fiscal year and may raise by taxation the money necessary for any improvements made or property acquired. The township may incur indebtedness, borrow money, and issue its negotiable bonds for financing any improvements made or property acquired or may raise money by taxation for these purposes.

It is the duty of the township committee to administer the issuance of retail liquor licenses, in accordance with the provisions of the alcoholic beverage laws, and to maintain proper records and minutes of matters relating to this function.

The township committee, furthermore, may contract for light and water for a period of 5 years. However, all such contracts



Denville Municipal Building (Completed 1963)

exceeding a 1 year period, are granted only after newspaper publication of a resolution declaring such intention. Protests by owners of more than half the value of the taxable property in the township, filed with the township clerk prohibit the awarding of such contracts. The regulations or acts of the governing body of Denville are executed by means of ordinances and resolutions. Ordinances require consideration at more than one meeting and publication 10 days before final passage, and resolutions are passed when introduced. Every ordinance duly passed is recorded by the township clerk in a special book provided for that purpose, and signed by the Mayor and the township clerk.

It is the duty of the township committee to examine and inspect annually the accounts and vouchers of all township officers, and to superintend the expenditure of township funds other than the money belonging to the sinking fund or expenditures otherwise provided for by law.

Every year, on or before March 10, the township committee is required by law to submit to the township clerk a financial report of all township agencies, and a list and accounting of tax delinquents. This report includes recommendations by the township committee to the voters of the township.

The records of the township committee are maintained by the township clerk.



*Shopping Center across Indian Road from Municipal Building, 1963*



*Savage Road looking west toward Route 80. Garden Apartments under construction in foreground. (1963)*

# GOVERNMENT - TOWNSHIP OF DENVILLE - MORRIS COUNTY

1963

Six Election Districts

Population 1960 Census 10,632

## OFFICIAL FAMILY

The form of government in Denville is Township Committee, the oldest form of government in our country dating back to meetings around the cracker barrel in the old general store. From this came the Town meetings and elected officials.

The Township Committee consists of five elected citizens, one of whom is appointed as the Mayor for one year. Each Committeeman is elected for a term of three years.

Other elected officials in the Township are: Clerk, Tax Assessor and Tax Collector.

Standing Committees composed of Committee members:

| Finance   | Roads                             | Water      |
|---|-----------------------------------|------------|
| Public Safety   | Municipal Building                | Purchasing |
| Lights  | Legalized Games of Chance Control | Sewer      |
| Other Committees and Boards appointed by the Township Committee: Planning Board (9) |                                   |            |
| Board of Health (5)   | Industrial Committee (8)          |            |
| Board of Adjustment (5)   | Shade Tree Commission (3)         |            |
| Parks and Recreation Committee (7)  | Local Assistance Board (5)        |            |
| Police and Fire Surgeons (5)  | Special Police (7)                |            |
| Constables (4)  | Fire Wardens (10)                 |            |
|   | Beautification Committee (5)      |            |

## APPOINTED OFFICIALS

|                                      |                        |
|--------------------------------------|------------------------|
| Assessor's Assistant                 | Fire Marshall          |
| Assessment Lien Searcher             | Insurance Agent        |
| Attorney                             | Magistrate             |
| Auditor                              | Medical Officer        |
| Building Custodian                   | Road Superintendent    |
| Building Inspector-Heating Inspector | Tax Office Assistant   |
| Civil Defense Director               | Tax Searcher           |
| Court Clerk                          | Township Engineer      |
| Deputy Civil Defense Director (2)    | Treasurer              |
| Deputy Tax Collector                 | Violation Clerk        |
| Deputy Tax Searcher                  | Water Engineer         |
| Deputy Township Clerk                | Water Office Assistant |
| Deputy Violation Clerk               | Water-Sewer Collector  |
| Deputy Water-Sewer Collector         | Water Superintendent   |
| Dog Warden                           | Welfare Director       |

Appointments made under the Board of Health, which is a separate Board appointed by the Township Committee, are:

|                                      |                              |
|--------------------------------------|------------------------------|
| Board Secretary                      | Plumbing Inspector           |
| Registrar of Vital Statistics        | Assistant Plumbing Inspector |
| Deputy Registrar of Vital Statistics | Plumbing Examination Comm    |
| Sanitarian                           | Clerical Assistant           |

## *Denville Volunteer Fire Department*

The matter of fire protection had been one of deep concern to many prior to the organization of the Fire Department in July, 1926. Denville had to depend on Rockaway and Mt. Tabor for fire protection.

At a meeting held at the home of Robert G. Ellsworth in 1924, composed largely of Denville Athletic Club members, it was decided to look into the matter of forming a fire department. A committee was appointed to get together the estimated cost of organizing, and rules and regulations of other departments. Serving on the committee were Robert G. Ellsworth, William E. Keeffe, Sr., Horace Cook and Robert Ewald. After much investigation into the matter, their finds were brought back to another meeting and the estimated cost was \$18,000.

On July 20, 1926, a meeting was held of all citizens interested in fire protection and the following officers were elected:

Chief Benjamin Kinsey

1st Assistant Chief, Horace Cook

2nd Assistant Chief, William E. Keeffe, Sr.

Captain, Peter L. Peer

Lieutenant, S. R. Van Orden, Jr.



*Union Hill Fire Company 1963*



*Valley View Fire Company Building under construction, 1963*

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The Chief and his assistant were instructed to purchase a fire engine and other necessary equipment.

The American LaFrance Co. was contacted. They had a demonstrator for sale for \$12,000 which we would have immediately. This, with necessary hose, siren and other equipment, would mean going in debt to the extent of some \$18,000. This unit was contracted for, paying \$3,000 cash, balance being covered by a series of notes signed by the President and Treasurer, and endorsed by Board of Engineers who pledged their homes as security.

In order to give the Department an official status, the Township Committee had an ordinance drawn up and approved on August 4, 1926, creating the Department officially and laying down governing rules and regulations.

The old schoolhouse was obtained from the Board of Education to be used as a meeting room, where cake sales, bazaars, etc., were held to meet notes on equipment as they came due.

From the start William S. Green proved the benefactor. At every cake sale he would pay up to \$100 for a cake made by Mrs. Horace Cook or one of her daughters. He was subsequently made the one and only Life Member and given a gold badge. This was the best investment the Department ever made. Through his generosity and his close friendship with Robert E. Ronan, he donated sums of money regularly to the tune of about \$2,500.00 on one stock deal. This, with the deed to the property where the Firehouse now stands, deed of 1934, together with the addition of three other donated parcels makes the fire department property the finest in town.

The Board of Education donated the old 4 room school for demolition. At this time the country was in the midst of the depression. Robert Ronan having been made general foreman of Armory demolition and rebuilding at Morristown for W.P.A., the company was in an enviable position to get men and materials plus those salvaged from the old school to put up the present Main Street Firehouse. It was completed and officially opened in July, 1935. Total indebtedness was only \$10,000.00.

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In 1936, because of the necessity of additional equipment, a Dodge truck chassis was purchased and a body and equipment built by American LaFrance. This too proved timely foresight.

Shortly, after this, all equipment and engines were turned over to the Township free and clear of all encumbrances.

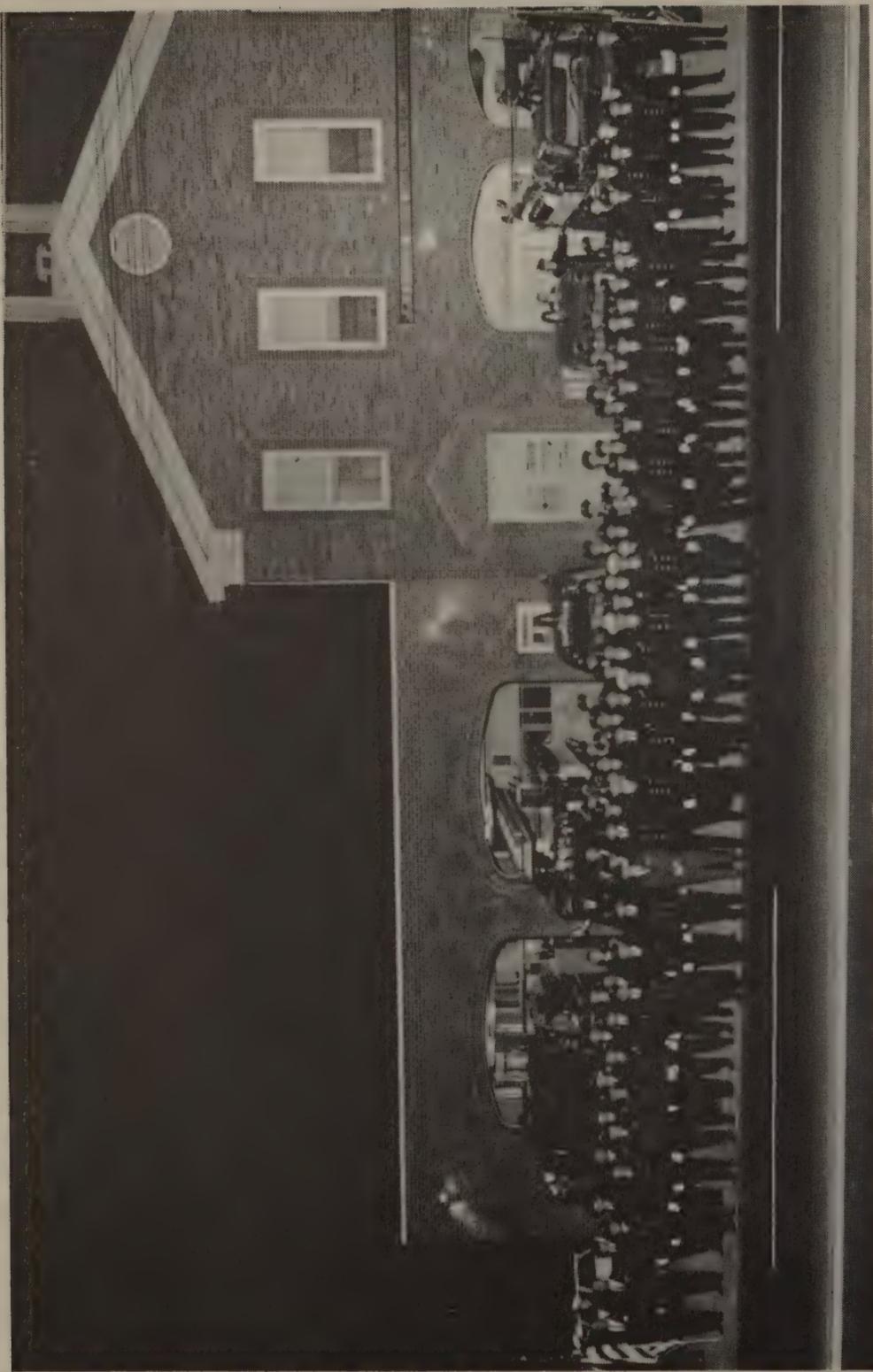
In 1940, a First Aid Squad was officially formed and in 1942, a new Cadillac ambulance, fully equipped for emergency service was purchased. This was paid off in record time by contributions from individuals, organizations and clubs interested in knowing that in times of sickness and distress they could call on this service. The squad is on day and night call duty. The ambulance was also turned over to the township.

Again the Department fell heir to some \$15,000, through the death of Life Member Green, just as the need for a new pumper was felt. Again American LaFrance was contacted and the purchase of Truck #3 resulted. This was paid 50-50 by the association and the township to the tune of some \$16,000.00.

In 1950, the department organized a board of fire wardens. In 1951, a new air whistle was put in service to blow code signals. In the same year, a three section 50 foot ladder was purchased. On September 1, 1961, the code transmission system was modified in conjunction with the silent alarm which consists of tuned frequency radios in the homes of all the firemen. The firemen first receive the signal for approximate location according to the code and then the police officer on duty advises the exact location over the tuned frequency radio. This permits the firemen and members of the emergency squad to go directly to the trouble spot without going to the fire station first. Thus only the drivers must report to the station.

In January of 1957, the firemen built the Union Hill Station of the fire company and transferred one unit to Union Hill. An addition was made to the Union Hill fire station in 1963, to provide meeting rooms and lavatories. In 1963, the Valley View Firehouse was started by the firemen using their own volunteer labor. In the same year, the fire department gave the Main Street facilities to the township for \$1.00.

A new ambulance was purchased in 1951 which served the township well. In 1961, another new ambulance was purchased and the older unit transferred to Union Hill. The fire company has 4 fire trucks and 2 ambulances in active service. The first fire truck "Old Betsy" is still around and kept in good condition but it is out of active service.



At the present time, the fire department has authorized membership of 120 members, 60 for Main Street, 30 for Union Hill, and 30 for Valley View. There are, however, currently only 100 members in the department with 2 members, Stanley Peer, and James Gallagher, both of whom are charter members, still active in the organization. Charles Salle, though not a charter member, has 35 years of active service with the department.

With the new company formed in 1963, the fire department organization remains much the same as when organized in 1926. However, in addition, there are a third assistant chief, three captains, one for each company, and three lieutenants. The first aid officers, in 1963, consist of an active captain and a second lieutenant.

The present association is a far cry from the humble beginning. The original shelter for the apparatus was in a building located on Horace Cook's property with labor and materials donated by Robert Ellsworth. Uniform consisted of cap and badge, rubber boots and coats which were purchased by the members themselves. Those were the good old days -- the days of struggle for existence.

The 1962 record of the fire department was an enviable answered 378 calls, including ambulance calls, with only four false alarms and three calls out of town. The amazing part of the record is the fact that the total property damage was \$28,425 as reported by the insurance companies.

It should be emphasized that the entire Denville Fire Department is a volunteer organization. They receive no compensation from the township and themselves handle all of their fund raising for the activities they sponsor. Even the latest ambulance was purchased through their efforts.



Bill Green on  
"Old Betsy"

Mrs. A. Green

## *Denville Police Department*

For the first ten years of its existence as an independent municipality, Denville was served by a Justice of the Peace who tried cases involving violations of State Laws and Township and Board of Health Ordinances. In 1923, the authority and jurisdiction of the Justice of the Peace, were taken over by a Township Recorder who was appointed by the Township Committee. The Recorder served for a term of three years, and exercised the same jurisdiction, power and authority as the Justice of the Peace.

Today, these responsibilities are carried out by a Magistrate who holds court and tries cases of violations of State Laws and Township Ordinances.



*First Police Dept., The Late Wallace Peer (Center).*

*Joseph Cisco*



*First Police Chief and Fire Chief, 1928 - 1935. The Late Chief  
Benjamin Kinsey.*

Arthur Strathman

On May 14, 1913, at the first election held in Denville, a Constable was elected for a term of three years. Later, two Constables were elected at three year intervals, from 1915 to 1922, when an Enabling Act was passed permitting the Township Committee to appoint Constables. The Constables were empowered by law, to apprehend any disorderly person and take him before any magistrate of the county. Violators of the Township Ordinances were subject to arrest by the Constable.

On September 2, 1936, the Denville Police Department was created. Prior to this time, the protection of life and property and the function of preserving the peace in Denville Township were delegated to special officers appointed by the Township Committee.

The Denville Police Department was established by an ordinance of the Township Committee, and consisted of a Chief of Police and one Patrolman. Today, the Department consists of a Director of Police (appointed for 1963 only), Chief of Police, a Captain, four Sergeants, a Detective and seven Patrolmen.

The Police Department is under the direction of the Mayor and members of the Township Committee who make up the Committee of Public Safety and under the supervision of the Chief of Police. The duties of the Police Department are to preserve the peace, enforce the laws of the State of New Jersey and the ordinances of the Township of Denville, prevent crime, protect life and property and arrest violators.

To see that these duties are performed in the most efficient manner, a desk officer is on duty at all times so that calls for assistance and information can be handled immediately. He dispatches patrol cars to answer complaints and investigate accidents, operates the silent alarms and sirens for the Fire Department, checks the reports of investigations and accidents made by

Patrolmen and is in complete command of the shift he is assigned in the absence of the Chief of Police.

The Township has been divided into two sections and a patrol car assigned to each. The Patrolman checks vacant houses, business establishments, suspicious motor vehicles and persons, enforces the laws and ordinances, and regulates the flow of traffic at various intersections in the Township.

In 1963, the Township's first Detective was appointed. He works directly under the Chief of Police. He is assigned to the investigation of criminal activities which cannot be made by the regular patrol because of the time involved to complete the case. To keep abreast of the many advancements in law enforcement, specialized training and equipment is needed. The Department has a drunkometer, finger-print kits, a camera and dark room. To utilize this equipment, members of the department have attended numerous training courses. For many years, a three-way radio system has been operated by the Department, and in 1963, a teletype was added giving the Department communications with all Police Departments in the state. With continued training and modern equipment, the efficient law enforcement organization of Denville can be constantly improved.



Denville Police Department, 1963, in front of Headquarters



*Old Betsey at left, today's Trucks and Ambulance. 1955*

## *Public Buildings*

The old schoolhouse adjoining the Denville Methodist Church was built about 1855 and was sold to J. D. Cooper when the new school was built for \$24. It was later sold to the Methodist Church for the same price with the understanding that it would be torn down. This schoolhouse was the scene of the special election for township officials in 1913 and was leased as the meeting place of the township committee for the following 14 years. In 1929, quarters were obtained by the committee in the building on Main Street owned by the Patriotic Order of Sons of America. With the construction of the firehouse in 1935, the rear section of the first floor was leased by the township and served as municipal quarters until 1963. In 1963 the fire department sold the building to the municipality for \$1.00 and additional space for offices was provided by the township for the township engineer, the township clerk, the treasurer, the tax assessor, the plumbing inspector and the building inspector on a new second floor.

With the exception of the schoolhouses (which are discussed in the section under "Education"), the principal buildings owned by the municipality are those constituting the municipal pump house units on Morris Avenue. The pump house property was originally acquired in 1928, since then, four brick structures were subsequently erected upon it. One of these buildings serves as the office of the municipal department of public works, two buildings house the equipment of this department, and in another, is stationed a deep-well pump.

On Gardner Field, dedicated in 1963, facilities are provided for bathing, Little League baseball, soft ball, peewee and midget football; picnicking and a playground for children. On this property there is a building for storage of equipment and a pumping station.

## CHAPTER X

# Services And Recreational Facilities

### *Municipal Facilities*

The first area in the village of Denville used for outdoor recreation was the site of the present Main Street School.

For many years the township rented Imperial Park from the Imperial Laundry for outdoor sports activities for \$1.00 per year. Baseball and football were the principle sports in which both grown ups and children participated. There were also various other track and field events. There was a very satisfactory grandstand for the audience.

The adult baseball team was managed by Nathaniel "Skinny" Dickerson. His wife, Sarah V. Dickerson, was the post mistress from 1935 until 1950. Denville never made the major leagues nor did they play the New York Yankees, but in their class our men made quite a name for themselves in the area. In the earlier days



Original Denville Recreation Commission.

Raymond Righter



Spectators at a baseball game about 1890 - Ballfield was where church St. is today.

around 1901, Denville's semi-pro baseball team was the first in the area to have a non-white player, a waiter in the Wayside Inn.

Because of a poor water table, Imperial decided that the property was not suitable for a laundry and they sold the land in 1946. The facilities were available to the community until about 1952, but the stands left the scene about 1949. This ended many years of pleasure for young and old alike, but the fond memories of the activities there will remain in Denville for many years to come.

In addition to the facilities offered by the many lake communities and the clubs in Denville, McCarter Memorial Park, along the Rockaway River just east of the Downtown area, and Gardner Field offer facilities for young and old alike. This was Denville's first park as such. Jersey City gave the Township a self-perpetuating lease to the property. The fill, top soil, lawn, park benches and facilities were donated by the Kiwanis Club. The park was dedicated on August 26, 1961, to William McCarter of Denville, a Kiwanian in memory of his lifelong efforts in behalf of the children of Denville.

Gardner Field, discussed under "Municipal Facilities", was formerly referred to as the Stickle Tract. Although it was dedicated to "Doc" Gardner earlier, it was felt that the time for a rededication was in conjunction with the first major township wide use of the facilities so that all residents would be aware of the change. Since arrangements had been made for three thousand residents to participate in Denville's Golden Anniversary celebration on October 12, 1963, this was the date selected. The field was dedicated to William A. ("Doc") Gardner in honor of his many lifelong contributions to the youth of Denville and his efforts to provide facilities for them.

The picnic area in the northern portion of Gardner Field along the Rockaway River was furnished and prepared for the residents of Denville by the Rotary Club of Denville. The picnic area was dedicated to Machinist 3rd Class Robert G. Kearney, U.S.N., son of Mr. and Mrs. Hubert J. Kearney of 46 Indian Spring Trail, Denville. He was on active service with the United States Navy aboard the nuclear submarine 'Thresher' when it failed to resurface in the Atlantic Ocean on April 10, 1963, presumably lost in 8400 feet of water, 270 miles east of Boston.



Rockaway River looking east from Savage Road Bridge - Gardner field now on right.

H. L. Barrett, Sr.



Gardner Field, 1963

## *Recreation Centers*

Many Denville residents remember Charlie Cisco's Pool Hall located on the west side of Main Street about where Route 46 now passes overhead. Pool, billiards and quoits were the featured events. It departed from the scene about 1926.

About 1930 there was a miniature golf course at the south west corner of Franklin Road and Route 46. One doesn't have to be very old to remember the promotional gimmick of having a man buried alive nearly six feet down. There were funnels for food and air tubes to handle his basic requirements. Anyone who paid a nominal admission charge could see and talk to him. He didn't stay buried as long as he originally planned because, after being buried awhile, he figured it was worth more than he was getting paid or else he got awfully cold without enough dirt over him.

In late 1962, a rather elaborate pool parlor was opened in Denville on Main Street near the Center. It was quite different from the one table pool hall of yesterday. It opened before this type facility was specifically covered by zoning ordinances and before any regulations were passed regarding operating hours and the age of participants. The obvious result was legal battles until things were settled and the hours controlled. It should provide the adults of the town many hours of relaxing entertainment for years to come if the present atmosphere can be maintained.

September, 1963, saw the opening of Denville's first indoor roller skating rink. The owners went to terrific expense to provide the best possible floor with all conceivable safety features for healthy exercise of young and old alike. The crowds gathered for the grand opening and the skaters seen in subsequent weeks indicate that such a facility was long needed in Denville and should provide years of wholesome entertainment particularly for the children of the community and the surrounding area.

## *Denville Memorial Library*

In 1877, Denville's first library contained 627 volumes of selected reading material. It was a circulating library known as the Union Sabbath School Library probably supported by the Union Hill Chapel. It was contained in a locked wooden pine box which was opened once a week for the return of books borrowed the previous week and to permit readers to borrow others. The box was recently turned over to "The Friends of the Library" as a permanent reminder that even 85 years ago our predecessors recognized that selected reading was broadening.

Denville's second library was started by the Parent Teachers Association in a cloak room of the old four room Main Street School about 1923 and became affiliated with the Morris County Free Library. The first librarian was Mrs. Henry (Adaline) Keeffe who served until 1929. With the completion of the Main

Street School in 1924, a classroom in the old school was made available for the library. This was used until the old school was abandoned and the materials given to the Fire Association for their Firehouse across the street.

The library then moved to Broadway in rented space near the theater. Miss Angenetta Ellsworth was the librarian in this location until 1936. Miss Marion Gould was then appointed librarian and has been serving the children and adults in this community since that time.

The present building on Diamond Spring Road was built in 1952 with the Denville Memorial Fund for Soldiers, and was first occupied in December of that year. The meeting room was used by the American Legion and the Veterans of Foreign Wars until they built their own buildings. The cost of the building was about \$32,000, exclusive of books.

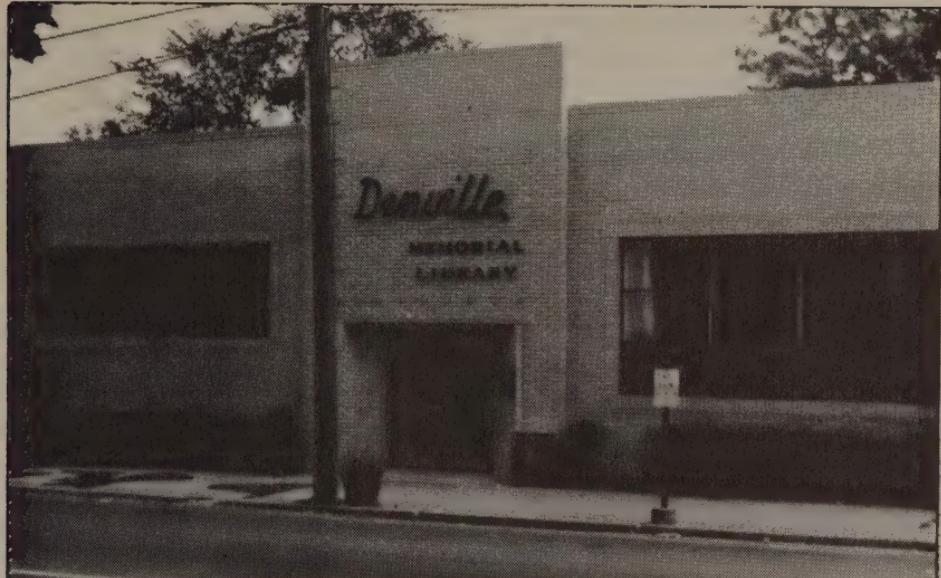
The Library is administered by the Board of Trustees of the Library Association and receives an annual appropriation from the Township of Denville for carrying on its work. Most of the books continue to come from the Morris County Free Library and are changed periodically, however, some are the property of the local library. Books that are not available for circulation from the Denville Library may be ordered through the County Library.

In 1962, The Friends of the Library was formed and they are giving of much of their time and effort to make the Denville Library a still better facility. One of the projects currently underway is the compilation of a complete catalog of the books. Currently there are about 10,000 volumes in the library.

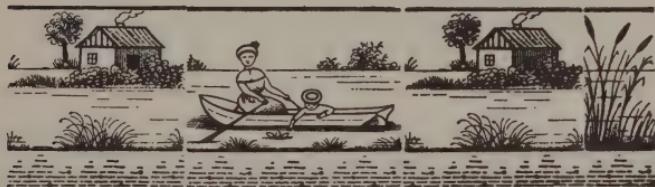


Denville's First Circulating Library, 1877

Friends of the Library



Denville Memorial Library, 1963



### *Early Vacation Camp Sites*

The Denville area has been a popular one for summer camp sites for many years. Camp Tabor was among the first and although not now within the Township it was a part of the same township for many years and was felt by many old timers to be an integral part of the Denville way of life.

Estling Lake also started as a camp site and permission was granted to locate temporary summer facilities on the property of the Pocono Mountain Ice Company. Those who chose to occupy the grounds had to put all of their facilities in storage when they left at the end of the summer.

Another camp site was on the crest of the hill along the Morris Canal just east of Cedar Lake Road. Three families camped there for many years. One of them was the Holt family. William Holt now has his home on the approximate location of their old tent facilities. He has related many experiences about the problems of getting water up to camp and the inconveniences they "enjoyed" before electricity came to the area.

## CHAPTER XI

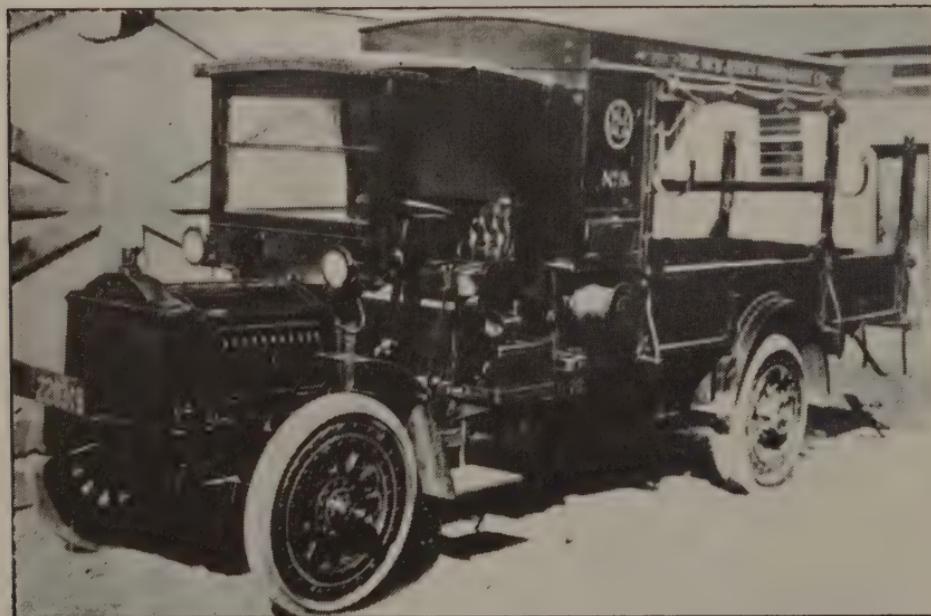
# Public Utilities and Services

### *Electric Service*

When Denville was incorporated 50 years ago, electricity had come of age, and was in fairly common use in the town. In 1913, Denville was served with power as part of the Dover, Rockaway, Denville and Mt. Tabor area. Electric service had started in Dover before 1890 by the Dover Electric Light Company, which in 1911 merged with the Rockaway Electric Light and Improvement Company. By 1916, the Denville area was receiving power from New Jersey Power & Light Company.

Early in this century, many New Jersey towns received their power from small individual electric companies. But, as time passed and the generation and distribution of electricity improved, these companies banded together for the sake of greater efficiency and formed larger corporations capable of serving wide geographic areas. For instance, New Jersey Power & Light Company was formed in 1915 out of several individual electric companies.

However, electrical facilities still left much to be desired in those days. Generators, although efficient, were small compared to the giants of today. In many towns, Denville included, the use



New Jersey Power and Light Company Service Truck 1921.

N.J.P&L Co.

of electricity was restricted because of generation limitations. Street lights usually went out at 11 p. m., or at midnight. In some cases, the lights weren't even turned on during bright, moonlit nights.

Electricity in the early 1900's also was an expensive commodity. Its cost usually was five to eight times higher than it is today.



## *Telephone*

The first telephone exchange in New Jersey was opened on August 15, 1879, shortly more than 18 months after the first exchange in the world opened in New Haven, Connecticut, on January 28, 1878. The exact date of Denville's first telephone



*First Switchboard serving the Rockaway exchange - 1900.*

N. J. Bell Telephone Co.

is not known, but it is shown as the "Denville Pay Station" in the directory of February, 1884, and not shown in the directory of July, 1883. It was located at the railroad station and was a part of the Dover exchange.

During the next few years telephones were installed at Samuel M. George's Hotel, Cycle Component Company, and at Goodale's Drug Store. The Goodale phone was transferred to the Gerard Drug Company and in January, 1900, the first switchboard for the Rockaway area was installed - an 'auto-village' dial system which proved impractical and was replaced by a one position board. A larger board was installed at the same location in January, 1903. At first the exchange was connected to the outside world by two

## DOVER, N. J.

CENTRAL OFFICE, NATIONAL UNION BANK BUILDING.

All letters of complaint should be sent direct to the New York & New Jersey Telephone Co., 259 Washington St., Jersey City, N. J., which will insure their receiving prompt and proper attention.

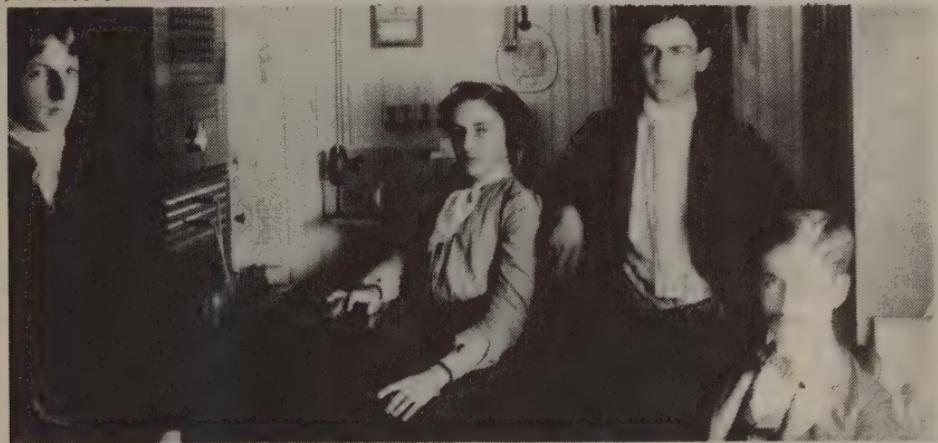
| SUBSCRIBER'S NAME.           | NUMBER.    | ADDRESS.            |
|------------------------------|------------|---------------------|
| American Forceite Powder Co. | Dover. 42  | Drakesville, N. J.  |
| Baker, W. H.                 | Dover. 6   | Blackwell st        |
| Bennett, Dr. R. A.           | Dover. 36  | Blackwell st        |
| Cox, Frank                   | Dover. 9   | Warren st.          |
| Denville Pay Station         | Denville.  | Denville, N. J.     |
| Derry, Dr. W. E.             | Dover. 14  | Orrchard st         |
| Dover Lumber Co.             | Dover. 30  | Blackwell st        |
| Hance, John                  | Dover. 19  | Port Oram           |
| Hoagland's Foundry           | Dover. 43  | Rockaway, N. J.     |
| Iron Era Office              | Dover. 1   | Blackwell st        |
| Jenkins & Co.                | Dover. 31  | Mine Hill           |
| Jenkins, Reese               | Dover. 38  | Richard Mine        |
| Judson Powder Co.            | Dover. 34  | Rustic, N. Y.       |
| Kanouse, Alex                | Dover. 27  | Morris st           |
| Kennedy's Restaurant         | Dover. 13  | Blackwell st        |
| Lenape Club Rooms            | Dover. 7   | Blackwell st        |
| Lindsley, E. & Sons          | Dover. 29  | Blackwell st        |
| Mendes, Rev. Dr. F. De Sola  | Dover. 40  | Rockaway, N. J.     |
| Morris Co. Mach. & Iron Co.  | Dover. 20  | Sussex st           |
| Mt. Hope Store               | Dover. 16  | Mt. Hope, N. J.     |
| Mt. Hope Mining Co.          | Dover. 4   | Baker Mine          |
| National Union Bank          | Dover. 18  | Blackwell st        |
| Oram, R. F.                  | Dover. 44  | E. Dover            |
| Oram, Hance & Co.            | Dover. 49  | Post Oram           |
| Pardee & Clark               | Dover. 28  | Blackwell st        |
| Richards, Geo. & Co.         | Dover. 25  | Blackwell st        |
| Richards, J. B.              | Dover. 26  | Meadow st           |
| Roderer & Heagan             | Dover. 5   | Warren st           |
| Sheppard, Rev. John A.       | Dover. 8   | Blackwell st        |
| Shrader, J. C.               | Dover. 34  | McCainsville, N. J. |
| Singleton, Geo.              | Dover. 11  | Blackwell st        |
| Stickle, B. K.               | Dover. 33a | Rockaway, N. J.     |
| Stickle, B. K. & G. W.       | Dover. 33b | Rockaway, N. J.     |
| U. S. Powder Depot Office    | Dover. 2   | Blackwell st        |
| U. S. Powder Depot           | Dover. 12  | Piccatinny, N. J.   |
| Williams, Watson             | Dover. 16  | Mt. Hope            |

circuits to Dover. This exchange served Rockaway, Denville, and parts of Mountain Lakes and Parsippany for many years.

On April 18, 1930, the switchboard was transferred to a newly constructed building across Route 46 from its present location. With this move the hand crank phone was eliminated and through the years the two trunks to Dover have increased to 107 trunk lines serving 915 subscribers.

Growth of the telephone service in the Rockaway exchange (OA 7 or 627) is best shown from the table below:

|           |     |           |     |           |      |           |       |
|-----------|-----|-----------|-----|-----------|------|-----------|-------|
| 1900..... | 22  | 1920..... | 262 | 1940..... | 1304 | 1960..... | 7285  |
| 1910..... | 108 | 1930..... | 915 | 1950..... | 3274 | 1963..... | 15947 |



Second Telephone Exchange Installed In 1903 For Rockaway  
exchange.

N. J. Bell

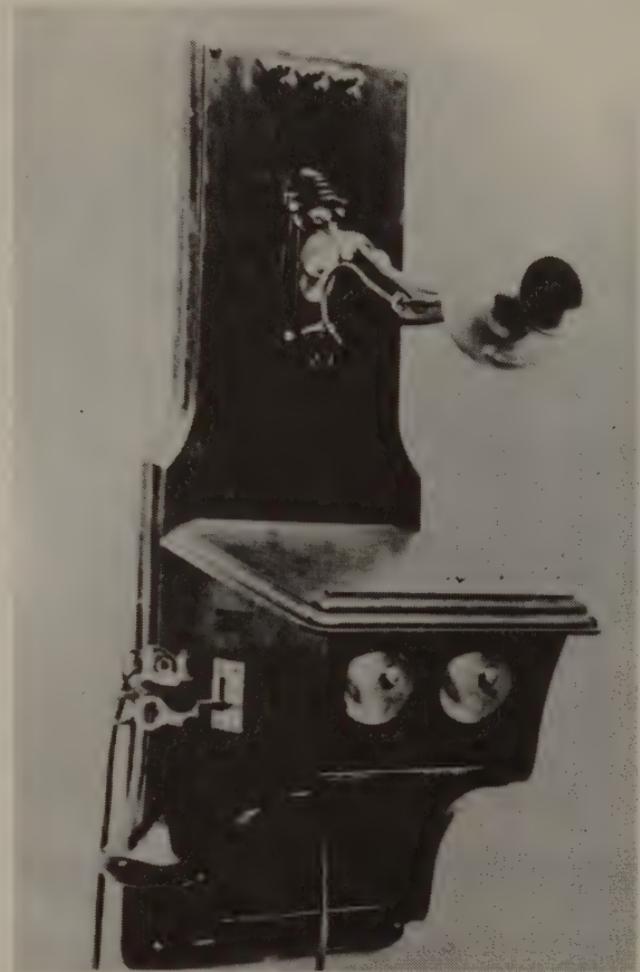
The table excludes phones in the Township which are connected to the Dover exchange (FO 6 or 366); Boonton exchange (DE 4 or 334); or the Morristown exchange (JE 8 & 9 or 538 & 9). In 1960 these numbered 213. In 1963, on all exchanges, there were 5446 phones in Denville proper. It is interesting to note that when Denville separated from Rockaway five percent of the phones were in Denville. Fifty years later over one third were in Denville.

### DENVILLE, N. J.

|                                     |                  |         |            |
|-------------------------------------|------------------|---------|------------|
| Beam Edgar W, Bdg House             | Rockaway rd.     | 41-J    | Denville   |
| Denville Hotel, E C Barry           | Denville         | 32      | Denville   |
| Dickerson Chas S, Timber            | Denville         | 13-f-21 | Denville   |
| Dickerson Daniel, Res.              | Boonton rd.      | 13-f-15 | Denville   |
| D L & W R R Station                 | Railroad Station | 41-J    | Denville   |
| Duren Geo B, Res.                   | Denville rd.     | 13-f-6  | Denville   |
| Ellsworth Jos, Carpenter            | 20 Cross rd.     | 13-f-22 | Denville   |
| Gill Edward L, Res.                 | Denville rd.     | 13-f-5  | Denville   |
| Hill Edwin T, Plumber               | Tabor, N. J.     | 13-f-23 | Denville   |
| Morrison Geo L, Res.                | Boonton rd.      | 13-f-14 | Denville   |
| New York & New Jersey Telephone Co— |                  |         |            |
| Contracts & Collections             | Morristown N. J. | 12064   | Morristown |
| Peer E C, Store                     | Boonton rd.      | 13-f-4  | Denville   |
| Righter D M, Post Office            | Denville rd.     | 13-f-12 | Denville   |
| Smith Millard F, Res.               | Denville         | 17-J    | Rockaway   |

Phone Directory Listing for Denville exclusively - Nov. 1908

N. J. Bell



*Hand crank phone used in this area until 1930.*

N. J. Bell

In December of 1961, the portion of the buried transcontinental communications cable through Denville was put into service. The cable enters the Township just east of the Rockaway River at the Boonton Township line, running near the old Morris Canal, and then practically due south to near the southernmost tip of the Township - a distance of seven and a half miles. This cable is capable of carrying 12,000 telephone, teletype, data, or television messages simultaneously.

## *Radio*

Local radio was only 15 years old in 1963. Radio Station WMTR started broadcasting with 500 watts in December, 1948, doubling their power in early 1950. One of the popular regular programs originating from Denville was 'Rendezvous at the Wayside' every Sunday afternoon at 3:30. This was a highlight of their regular schedule until the Wayside Inn was destroyed by fire in the Fall of 1953. Many Sunday church services over the station originate in Denville and an annual visit via the air waves to the Diamond Spring Lodge where the guests are interviewed has been a constant reminder of Denville's vacation home for blind women.

During the Golden Anniversary Year in Denville, WMTR interviewed numerous Denville residents who well remembered when Denville separated from Rockaway in 1913. Those interviewed ranged in age from 18 to 40 at the time of our separation 50 years ago. The station features local interest programs with a bulletin board, a pet corner, and inclement weather school and business announcement, as well as good coverage of all area news. In November, 1961, the power of the station was increased to 5000 watts.

## *Newspapers*

Newspaper coverage in the Denville area, with numerous papers covering the local market, has been very competitive. Approximate 1963 circulation is tabulated below. Circulation is total circulation, not just Denville.

|                            |                            |
|----------------------------|----------------------------|
| Morris County Daily Record | 22,000 Daily except Sunday |
| The Advance                | 11,100 Mon., Wed., Sun.    |
| The Citizen                | 7,600 Thurs.               |
| Dover-Lakeland News        | 7,500 Thurs., Sun.         |
| Boonton Times-Bulletin     | 5,000 Mon., Thurs.         |
| Mountain Lakes News        | 1,700 Thurs.               |

The Citizen was founded in 1946 but covered only the Parsippany-Mountain Lakes area until 1958 when it purchased the Denville Herald. The Denville Herald started in 1930 buying the Rockaway Record which started in 1888.

The Advance was published as the Dover Advance from 1903 until fairly recently. It continues the Dover Index founded in 1875 and Iron Era founded in 1870 with very good local coverage.

The Dover-Lakeland News dates back to 1929 and initiated Sunday papers in 1961 as the only Sunday paper in the county. The Record is a daily covering world and national news resulting in coverage of the highlights of Denville news. The Record was founded in 1900 and was merged in 1931 with the Jerseyman founded in 1826.

The Mountain Lakes News founded in 1917, with local Mountain Lakes News only, and the Boonton Times-Bulletin (1923) resulting from a merger of the Boonton Times founded in 1895 and the Boonton Bulletin founded in 1870, concentrating on East Morris, though available locally, do not concentrate on local news.

## *Post Office*

Like everything else in Denville, the Post Office has shown remarkable growth from its humble beginnings. At the time Denville became a separate municipality, there was but one postal employee, the postmaster - Daniel M. Righter. The postmaster supplemented his income by the sale of post cards, ink, stationery, candy, cigars and the like.

Mail time was a social gathering time. Mail was brought from the railroad station to the post office by bicycle and people would wait around and chat while the mail was being sorted. The postmaster received about \$80.00 a month depending on stamp and money order sales.

Until 1948, all residents of Denville, except those in Union Hill who received their mail on a Dover Rural Route, had to go to the post office to get their mail. By 1952, post office volume had increased to \$50,000 annually with eleven employees. Ten years later it reached nearly \$200,000 with 22 employees. Today there are six foot routes and three truck routes from the Denville post office. A new post office is planned for Denville in 1965.

### *Names of postmasters and dates of appointments*

David Menagh  
May, 1846  
Moses Beam  
May, 1857  
David Menagh  
Nov., 1857  
John Hinchman  
May, 1859  
Francis Lindsley  
Feb., 1862  
Julia P. Lindsley  
March, 1885  
Daniel H. House  
Dec., 1885  
Felix J. Hinchman  
March, 1886  
Meliissa Hinchman  
Feb., 1888  
Daniel M. Righter  
Oct., 1889  
Jerimiah D. Cooper  
Dec., 1894  
Daniel M. Righter  
Dec., 1898  
James E. Vanderhoof  
May, 1915  
Sarah V. Dickerson  
July, 1935\*  
Richard F. Morris  
March, 1950  
Ettore T. Minervino  
July, 1952



*Denville Post Office, 1890's*

Raymond Righter

Records before 1929 from the Archives and Records Services  
\*Information after 1929 was furnished by the Post Office Dept.



U. S. Denville Post Office, 1955

## Roads

Many of Denville's roads follow the approximate path of Indian trails or farmer's roads; others follow stage routes and toll roads. In 1963 there were 72 miles of township roads in Denville, 2-1/2 miles of county roads and approximately 8 miles of state highway. All but approximately 10 miles of the road is paved. The 72 miles include private roads which are in part maintained by the Township.

In the early days of the Township, roads were maintained on pretty much of a hit or miss basis. As late as 1936 road grading was done by using an old 1931 light weight truck with a snow plow. Behind the plow was a scarifier made by driving large spikes into an ash log and weighting it down with boulders. The roads were then smoothed by dragging a '110 pound' length of old railroad track behind the truck with two heavy chains fastened to the chassis.

Snow removal was handled by this same single vehicle supplemented by a lot of hand shoveling. Many long time residents remember walking two miles to school on top of the stone fences that were very prevalent in the area. The snow would drift off the fences and make the trail at least passable. Often it would be two weeks before the roads were opened.

The road department today has six dump trucks and one pick-up truck all of which are equipped with snowplows. In addition they have a grader, loader, a snow blower and a pull broom. All repairs and new road construction are done by the eight men who make up our road department. Heavy equipment is leased when required. During the past winter, 1400 tons of grits were spread and no outside trucks were required for snow removal. Trucks are all radio equipped.



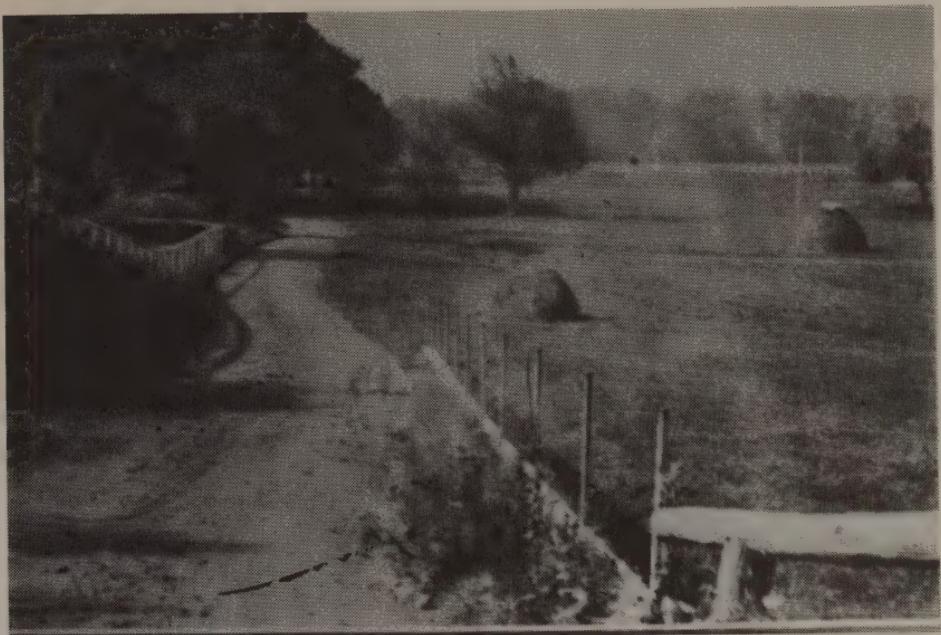
H. L. Barrett, Sr.

*Tabor Lake showing Old Wood Road from Morristown to Mt. Pleasant Turnpike.*



Will Holt

*Cedar Lake Road looking north toward Morris Canal Bridge*



Will Holt

Cedar Lake Road from Canal Bridge looking toward Morris. Ave.



Raymond Righter

Main Street showing fill for Rt. 46 overpass (looking South).

## *Water Service*



In 1929, the Township Committee consisting of Calvin Lawrence, Silas Hiler, and Horace Cook decided it was time that we had a township water system. The area covered by the initial water system was the downtown area, Denville Park, 1st and 2nd Avenue, Diamond Spring Road to Florence Avenue, Morris Avenue to Kitchell Road, Hillcrest Drive to Morris Ave., and Tabor Road to Railroad Avenue. At that time both Indian Lake and Arrowhead had private systems owned by the Crane Company. This was summer water only except for a few homes in Arrowhead. Bald Hill also had summer water only. Cast Iron pipe was used and all digging was done by hand.

In 1932, 120 men worked in five hour shifts with 60 men to a shift. Denville's unemployed during these depression years hand dug and hand back filled for the 12 inch main from the wells in Randolph Township to the tank off Franklin Road. Most of the men had no experience in this type work and since they were paid by the foot many of them didn't make as much as one dollar a day. A few earned as much as \$1.50 per day. The same group installed the 8 inch pipe by hand down Franklin Road to tie into the original water system.



*Denville Public Works, Morris Ave. - Pump House No. 1*

Many people had satisfactory water systems and there was no compulsion to tie into the water when it became available on their street. In 1963 there are approximately 42 miles of water mains and 30 miles of service connections. Ninety percent of the population of Denville is now served by the public water system.

The 1963 daily consumption of water is approximately one million three hundred thousand gallons with daily peaks of two and a quarter million. There are over 400 valves and 237 fire hydrants as of 1963.

The water department has 3 pick-up trucks and one dump truck, two of which are adaptable for snow plowing. They also have a back hoe and air compressor as well as a motor scooter purchased in 1963 for the meter reader. The water department employs 5 people for maintenance and installation. Trucks are all radio equipped.



Denville Water Dept. - Pump houses 2 and 3, Palmer Rd.



### ***Sanitary Sewers***

Denville's sewer system was becoming of age in 1963 with considerable work underway. There were no sewers not even in the downtown area in 1956. In 1963 there were approximately seven miles of sewers in the Township not including the individual connections into the Jersey City Trunk Sewer. The Township sewer system today serves only about fifteen to twenty per cent of the population. Sewers are principally in the Downtown area and in Denville park and the Manor Road area.

When the sewers now under contract are completed, there will be approximately 64 miles of sewers serving nearly 70 per cent of the population. These are scheduled for completion in 1964, at a cost of \$2,500,000.00.

## CHAPTER XII

# Private Clubs

The private clubs in Denville are many, but this is inherent in the nature of the community with its many private lakes. The lake communities are discussed separately in this chapter.

The Rockaway River Country Club lies along the east bank of the Rockaway River and extends north from Pocono Road. It is an excellent 18 hole championship course affording the members superb golf facilities along with an Olympic size swimming pool. All normal country club facilities are offered to the members along with excellent food. It is open eleven months of the year.

The country club was laid out in 1914 as a nine hole course and increased to 18 holes in 1922 as a membership owned club. Because of financial difficulties there were several reorganizations under different ownership. In 1957, it was reorganized as a membership owned club. The club has members from as far away as New York City, but for the most part the members are from the immediate area. They currently have about 420 members.

In 1963, the Comanche Bowmen obtained permission from the township to build an indoor arena for archery for their members and guests from competing clubs. This is located in the southern portion of the township and will afford indoor and outdoor recreation facilities.



American Legion Hall, 1963



Veterans of Foreign Wars Hall, 1963.

During World War I, thirty men represented the Township in all branches of the service. All of them survived. In 1930 they formed an American Legion Post.

The American Legion built its clubhouse in 1951 on Legion Place in an area which is now immediately adjacent to Interstate 80. Many hours of enjoyable entertainment are afforded to the members and their guests. They have a very active Auxiliary and an active Junior Auxiliary. The Legion currently has 86 members.

Among their civic activities is the providing of awards for Americanism to high school students and safety essay awards to the children in grammar school. They are active in child welfare activities and visitations to Lyons and Greystone Hospitals.

The local chapter of the Veterans of Foreign Wars was founded in Denville in 1945, meeting at the outset at the P.O.S. of A. Hall. They moved to the Memorial Library upon its completion. On September 28, 1963, the new V.F.W. Hall on Ford Road near Beaver Brook Road was dedicated. The 78 members of the Post and the members of their active auxiliary are enthusiastically looking forward to using their new facilities.

The V.F.W. local organization presents a science award to outstanding grammar school children every year as well as one to an outstanding athlete of grammar school age. They conduct a party once a month at Lyons Veterans Hospital. Every year when the local Post feels a local resident is deserving of an award for good citizenship and an outstanding contribution to the community, this award is also made.

## CHAPTER XIII

### Lake Clubs

#### *Estling Lake*

The Estling Lake area history is probably the best documented of any of the private club areas in Denville Township. One old map shows the site of the Cooper log house in 1746. It is not known if this building was built in 1746 or had already been abandoned by 1746. It is known that in 1746 the cabin, or the remains of it, was about 100 feet from Beacon Hill Spring from which water was sold many years later (discussed under 'Industries' earlier in this book).

The old trail through Estling Lake property over which the iron ore was moved, using pack mules and saddle bags, from the mine above Dover to the forge in Boonton, is clearly shown on the old map. Some remains of this road could still be seen about 1910 according to several inhabitants of the area. Similarly the old road over the hill from the railroad station to the cemetery off Cooper Road was still passable by foot around the turn of the century.



*Approved Beach attire at Estling Lake - Gay Nineties.*

Mrs. Lawyer Young



*Early tent camp sites at Estling Lake.*

William Osborne

For many years the property was not used except that many local residents did obtain their drinking water from the spring on the property until a portion of the property was acquired by the Morris and Essex Railroad about 1835 (See 'Canals and Railroads'). The lake was built for ice collecting by the Pocono Mountain Ice Company (dates of operation and construction described under 'Industry' earlier in this book).

In 1910, the first campers were permitted to put up tents by the foreman of the ice company for a nominal annual rental. There were ten or twelve families and most of them just came up weekends. Many early campers built wood platforms to place under the tents but absolutely no permanent structures were permitted. In the winter the tents were stored in Billy Green's barn and the platforms were raised up on old boxes from the spring water company so they would be off the ground and dry for the winter.

There were pretty strict rules set up by the ice company for those who were permitted to camp there. They could not swim in the lake, there was no hunting (not even frogs), and they could not leave boats near the lake. They had to swim in Den Brook.

In 1915, the campers were permitted to put up semi-permanent structures as long as they looked like tents and could be readily removed. William Roll had the first roofed cabin with canvas sides. H. T. Strong built a frame and put the material that he used for automobile car roofs of the day on the sides. He used various colors and various types of material as a test of the durability before putting it on automobiles. It was about a ten foot by twelve foot structure and was used and still is used for the kitchen with a tent for the living quarters. Kirkpatricks built the first house but he had to put sheet asbestos over it to make it look like a tent.

The foreman of the ice company finally granted permission to put up four somewhat more stable structures. Three houses were built and when he saw them said they were too big and they were told that the fourth house had to be much smaller. H. L. Jones had his material and wanted to go ahead so he started one night to put it up. The ship lap was put on vertically and cut off at the top when the whole structure was completed so that it would be enclosed before the foreman knew about it. He was asked to paint it but replied "Why? I may have to take it down tomorrow." Today, nearly 50 years later, the outside has never been painted.

Finally the foreman decided that these were pretty nice people, and if Thornes and Thompsons desired, they could invite more campers in if they took the full responsibility for them and their conduct. The Estling Lake Campers Association was formed with about 32 members.

In 1920 they were given a chance to purchase a portion of the property but they felt the price excessive and the acreage not sufficient so they signed a lease for the property. The Estling Lake Campers Association sold all of its rights to the Estling Lake Corporation who in 1946 purchased 242 acres of land completely surrounding the lake of 80 acres.

Today there are 64 camps on the lake and, as far as the present owners are concerned, there never will be any more. There are no year round camps, except for the caretaker's house not included in the 64. They enjoy Denville water but the main and feeders are all above ground so that after November first, weekenders have to look for "Tilly".

In 1910 the Estling Lake Campers Association started a Sunday night song service as a regular part of their summer program. This has been continued for the last 53 years through the summer months with a prayer as a part of the service. At the start of the service they ring an old bell from one of the old steam locomotives. They have no clergyman, but each week a different member leads the group. Each week they make a collection. Since the outset every cent collected has been sent to the Newark News Fresh Air Fund. They are the longest continuous contributor to the fund. Campers who camped at Estling Lake as far back as 1920 still send money to the association every year to help this worthy cause. They contribute about \$700 every year.

## Cedar Lake

Earliest available maps of Hanover Township and Randolph Township, the two municipalities of which we were consecutively a part, show only three ponds in what now constitutes Denville Township. The larger one is shown as Cranberry Pond (now Cedar Lake), and the two smaller ones are unnamed and now are a part of Lake Arrowhead.

In 1867 the nearest house to Cranberry Pond was that of R. Vanderhoof on Diamond Spring Road, about 0.8 miles from the pond and



H.L. Barrett, Sr.

*Cranberry Lake looking west showing Cranberry bogs.*

then that of J. J. B. Smith on Old Boonton Road about 1.1 miles away "as the crow flies".

As stated earlier in this book, Cranberry Lake was named by the Indians according to legend as "Crane Berry Lake", because the fruit that abounded there attracted large flocks of cranes.

Silver moss was available in large quantities. It was picked and baled and taken by horse drawn wagon to New York City where it was sold for horticultural purposes and for the packing of ice. Cranberry Pond soon became known as Silver Pond and retained this name for many years.

In 1890 a dam was built on the east side of Silver Pond where its waters flowed into a small brook feeding the Rockaway River. The name was then changed to Cedar Lake. Some years later a dam was built further downstream to the east, to its present location, to form what is now known as the Cove, and substantially enlarging the lake.

The earliest settlers sought summer refuge from the heat of New York City, Brooklyn, Jersey City, and Newark. The hardy pioneers who were attracted by the unspoiled beauty of clear water and wooded areas filled with chestnut, hickory and walnut had two choices to get to the lake. They could write ahead and have Mott's rig meet them at the station, or they could walk with all of their provisions.

The west side of Cedar Lake was the first to be settled. Charles Clark was one of the first settlers. Camp Pipsisawa, built for the Raymond Koesters, was the first house on the east side. The early settlers had to rely on the store at Peer's Lock for all of their staples. Hardman's on the west shore was the first store on the lake. Later Hummel's store opened on the east shore for necessary staples.



Cedar Lake, 1911

William Harder

Springs supplied the necessary water for the early settlers. One group planned a windmill near a spring, but before it was consummated shallow wells were found to provide an abundant supply for those who established camps some distance from the springs.

There are many stories concerning a theatrical group who built a small lodge on the lake. They started a large outdoor amphitheater on the slopes of Bald Hill in the northeast corner, but the project was never completed. It seems reasonably certain that a Miss Larimore led this group to Cedar Lake about 1913.

Horses and wagons traveled the dirt roads around the lake as more and more people settled there. After World War I the ice man came every other day, the butcher twice a week with his horse drawn wagon. In those days the milk was laded from a large container on the wagon into pitchers. "Toody", the vegetable man, and the baker traversed the dirt roads with their wagons.

Cedar Lake is well known for its 'floating islands'. After a big storm in the early 1930's, they floated north. They were anchored by heavy steel cable to keep them in place. Despite these efforts to restrain the island, in heavy storms large pieces still break loose and have to be towed back and anchored in place.

There has been a gradual transition at Cedar Lake from a summer colony to a community of year round homes. There are nearly 1000 year round residents today with about 450 children.

Today Cedar Lake has its own clubhouse managed by the Cedar Lake Community Club. The club owns the islands, the roads, the bathing beaches, floats and seven landings which are maintained by Cedar Lake Property Owners, Inc., for the exclusive use of stockholders and their guests.



Cedar Lake, 1916

William Harder



Cedar Lake 1955

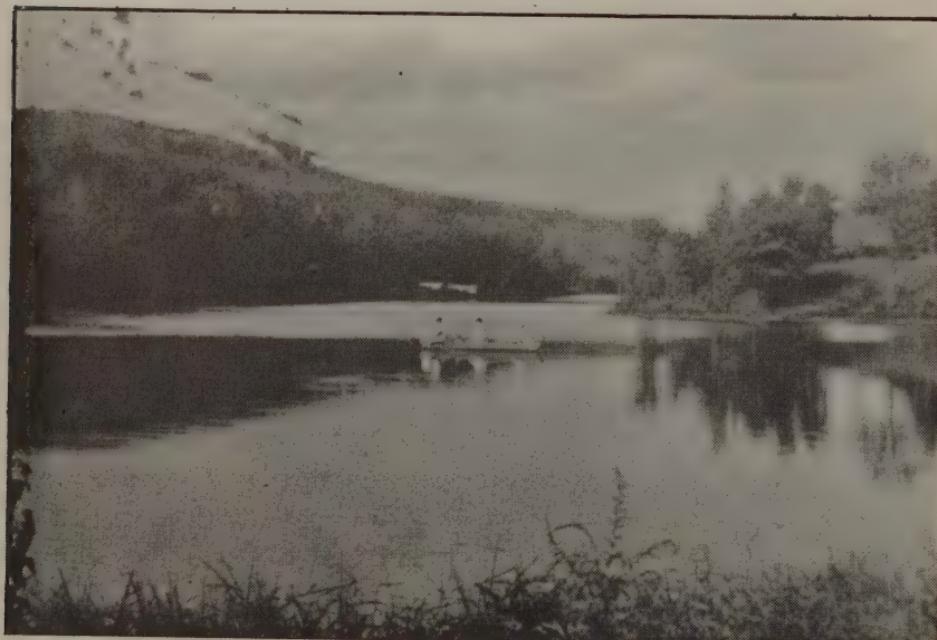
## ***Rock Ridge Lake***

Rock Ridge Lake was the first of the man made lakes in Denville made exclusively for residential development.

The dam was built about 1907 and subdivision started. People from Jersey City, Newark, and New York, who came out to investigate the possibility of making this their future home, were met at the railroad station by Mott's four seated wagon and taken to the sight.

The first family to move up from Jersey City was that of James T. Barnes. Miss Helen Barnes is living in the house today that her father had built in 1908 and has related many of her experiences before we were an independent municipality. The second house was built about 1912 and through the years about 7 houses were built until the population swell in Denville about 1934.

Miss Barnes has related the problems of water shortage through the early years. They would first wash their clothes in the lake, they would then wash themselves, and finally the horses would be watered. In addition they had a good well, but occasionally they would run out of water over the weekends when they had guests. They used large old milk cans to bring spring water to their homes. There are today 200 members in their association but many of the property owners do not belong to the club. There are about 335 homes on the lake as of January 1, 1963.



*Rock Ridge Lake, 1911*

William Harder



Rock Ridge Lake 1955



### *Indian Lake*

For the history of Indian Lake we are fortunate to have very accurate data because it was conceived locally and the daughter of the builder of the lake, Mrs. Frank J. Hackel (Mary) resides in Denville and has a fond recollection and good records of the construction. Without her information the story could not be so complete and accurately portrayed.

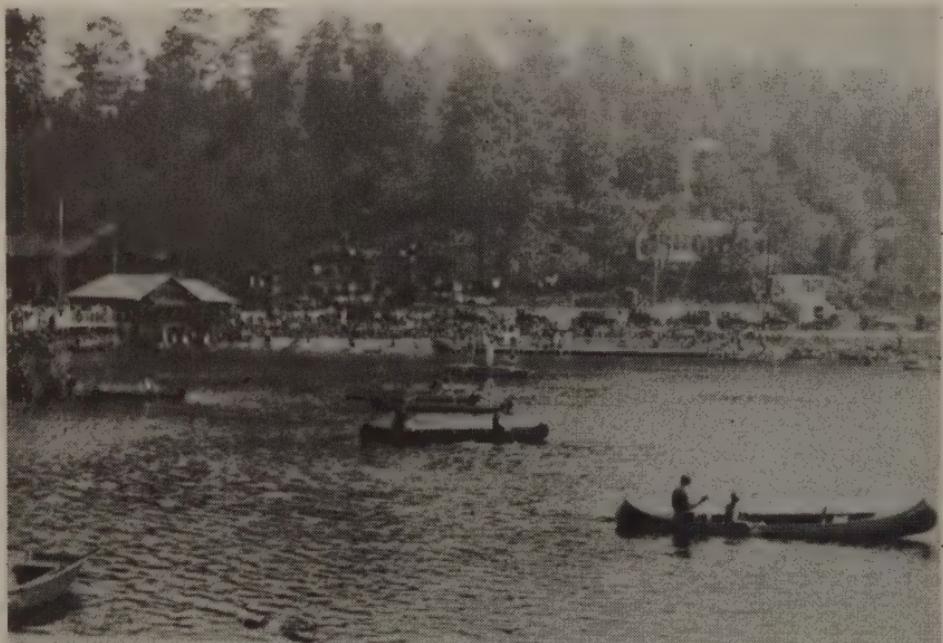
The idea of Indian Lake was originally conceived by Joseph B. Righter in hopes of creating a development similar to Mountain Lakes. He was a native of Denville and visualized that the waters of Den Brook could provide an excellent lake because of the surrounding terrain. He acquired numerous parcels of land until he had accumulated approximately 300 acres. About 1920 he proceeded to clear the property. The trees were hauled by a yoke of oxen to a saw mill that was set up at the site. In the early 1920's, modern construction equipment was not readily available.

A dam was required to hold back the waters of the Den River. At the excavation of the dam and very near the middle of the river, the helmet and breast plate pictured were reputedly found. The plume of the helmet when found had retained its original bright red color. The brass was in excellent condition on the breast



Railroad bridge over Den River before Indian Lake Dam built.  
Stores today at foot of Hill in background.

H. L. Barrett, Sr.



Indian Lake Regatta - 1924

Mrs. Albert Green

plate. There were no remains of the leather straps used across the back. The tip of the plume was bent as if the wearer had fallen forward, perhaps from being shot in the back. The condition of the breast plate can best be seen from the close up photograph taken of the details of the eagle in the emblem.

The dam at the East Shore Road beach where the road passes over it is the original dam built by J. B. Righter.

The Den Brook started to back up, flooding the cleared land. As the water rose, the dreams and years of planning were culminating into success. Lenape Lake was born, named after the earliest inhabitants of the area, the Léni Lenape Indians of the Delaware Tribe.

Roads were laid out and the land divided for a beautiful area of year round homes. The first lot was sold just beyond the dam where the Pollack house now stands. J. B. Righter took ill and passed away in November of 1922. His dream for Lenape Lake was realized, but he never saw it developed.

The first house built on Lenape Lake was built by his wife, Susan A. Righter, and stands at the corner of Highland Trail and Indian Road. It is now owned by the S. W. Morris, Sr's.

After a short time, the A. D. Crane Company bought the property from the estate. They completely changed the entire original plans, changed the road plans, divided it into smaller lots, and instead of a development of high priced year round homes, it was developed into a summer colony. Subsequently they changed the name from Lenape Lake to Indian Lake but named the island Lenape Island.

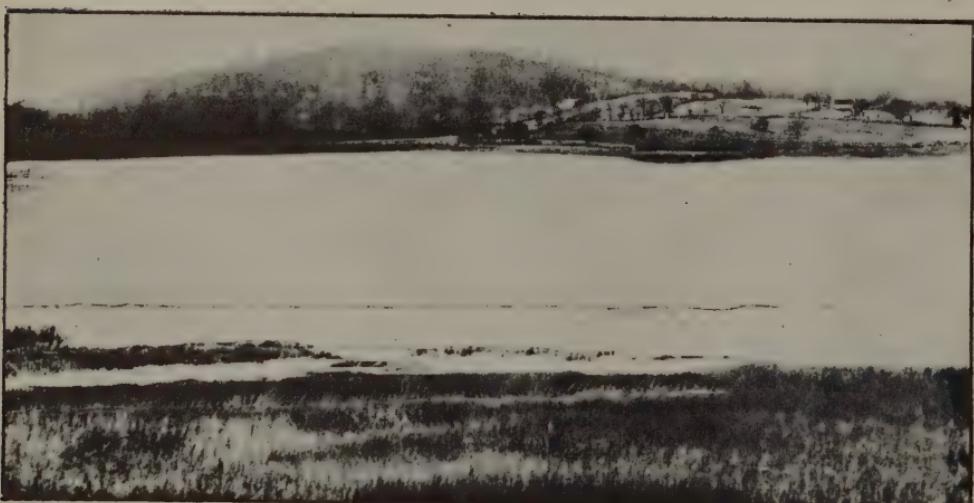


Righter's Swamp looking toward Franklin Road

Indian Lake continued as a summer colony, for the most part, for many years. The depression years saw a few families moving from the city to the cottages they owned. Their children, when they married, also needed homes of their own, and this started the year round conversion. The post war housing shortage accelerated the development of the community as a year round area. Today nearly all of the 970 homes are occupied 12 months out of the year.



*Indian Lake Dam, Indian Road and East Shore Road intersection*



*Righter's Swamp flooded. Hussa Homestead in background*



Damm completed

Shortly after Indian Lake started to develop Elmer Dickerson opened a store on the approximate site of the Lakeview Store today. This store was opened in time for the Memorial Day weekend and always closed shortly after Labor Day every summer. One summer day during a heavy rainstorm on July 10, 1926, the windows were blown in and broken bottles of catsup, pickles, jellies, etc., were splattered everywhere. This was the day of the disastrous explosion at the Naval Powder Depot, now a part of Picatinny Arsenal.



First dwelling begun on Lake. See white spots above boats. Formerly Pollack's home.



Indian Lake Regatta, 1924

Mrs. Albert Green



Indian Lake - Beauty Contest 1924

Mrs. Albert Green



Aerial view- Indian Lake, 1942

S.J. Gill



Body armor and helmet found at excavation for Indian Lake Dam, probably worn by French heavy cavalry.



## *Lake Arrowhead*

Many a Denville resident remembers Catfish Pond from his boyhood fishing experiences. This was a large spring-fed natural body of water which was known for years as Protectory Pond as it belonged to the Catholic Protectory for Boys conducted by the Benedictine Fathers.

Through the years the pond had gotten smaller and smaller as a heavy bog kept bringing the shoreline further into the water. It was fairly deep and the water actually went quite a way under the shore line because of these overhanging bogs, but the fishing was good with a plain bent pin and a worm.

In 1895 the Benedictine Fathers passed the property to the Sisters of the Sorrowful Mother who converted the property to the St. Francis Health Resort for the famous Kneipp Water Cure.

The Boonton branch of the Morris County Traction Company passed through the northern end of what is now Lake Arrowhead until about 1917 when the line was rerouted over higher ground to the south before proceeding on its route -- what is now the Boulevard in Mountain Lakes - to Boonton.

In the winter of 1924-25, the Arthur D. Crane Company purchased approximately 100 acres from St. Francis Health Resort. The health resort in turn used the money received to start an extensive building program shortly thereafter. The Crane Company also bought ap-



*Lake Arrowhead Real Estate Office 1931*

Ralph Hall



Lake Arrowhead 1928

William Harder



Arrowhead Tavern, 1928

William Harder

proximately 50 acres in small parcels from various owners to complete its project.

In the fall of 1925, the Crane Company built the dam near the present clubhouse, but, of course, were somewhat limited by the tracks for the trolley which was still running at that time.

The first house was built during 1925 and was occupied by the Herbert L. Closs family. The second house was owned by the Frank Wheelers.

In the spring of 1926, the water level had been raised seven feet from its original level, but with it came problems. The entire bottom seemed to come to the top. The lake had practically returned to its original size. It was possible to walk over most of the surface of this four foot thick floating island. It had to be arduously cut into small pieces and gradually removed.

An office was built and the development was under way. The people who bought the homes formed a club, and by 1930 there were 65 members all of whom owned property on the lake. Of the 65 members, 22 were year round residents, the balance summer cottages. The Crane Company had installed a water system but all of it was not for year round water use.

A log cabin restaurant-home combination was built for the Bauernschmitts at the entrance to the lake. This was the social gathering place for the residents for years. Later the Arrowhead Club purchased the Crane Co. real estate office for its clubhouse.

The area has continued to grow as a private club until today there are 163 homes of which over 150 are year round residences all with water from the Denville Municipal System.



Lake Arrowhead, 1955

## CHAPTER XIV

# From the Scrapbook

John Hinchman had the first store in Denville.

\* \* \* \* \*

The Dickerson Grocery business was moved from the center of town to the edge of Denville and Mt. Tabor. Claude Dickerson and his son Ron still operate the business there, Elmer Dickerson, Claude's father, having recently retired from active participation. Later Stephen Dickerson built the store where Marvel Florist is today. He lived there and conducted a grocery business at the same location until his death.

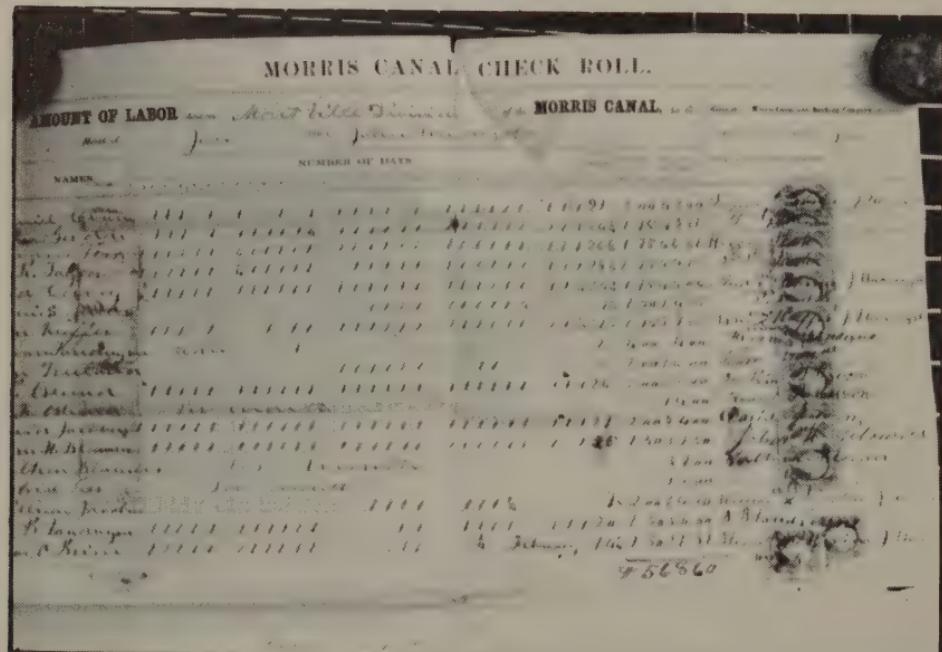
\* \* \* \* \*

Cornell's Tea Room was the first business on Broadway. It was recently converted to an office building.

\* \* \* \* \*

The brick building where Lakeland News Delivery is now located housed a grocery store for many years. The store was operated by L. F. Wadsworth. In 1867 Wadsworth lived in the Grover mansion, the original Chapel of the St. Francis Health Resort.

A decorative separator at the bottom of the page, consisting of twelve asterisks arranged horizontally.



*Morris Canal check roll showing Revenue Stamps.*

George Scripture



Store enclosed tunnel in cellar of Canal House where fleeing slaves were reputed to be hidden by day.

E. C. Peer had a grocery and general store on Diamond Spring Road and sold to people who passed along on canal boats, etc. The store is still in existence and is now run by his sons, Horace and Ritter Peer.

\*\*\*\*\*

John Peer, one of the last skippers of the Morris Canal era, died about eight years ago. He was born on a canal boat owned and operated by his father, James W. Peer, as the family was ferrying coal from Phillipsburg to Jersey City. The boat was at Montville at the time.

Mr. Peer was the last member of a family of 16, many of whom also piloted canal boats. John Peer left the Morris Canal when the railroad competition got too keen and worked the Lehigh Canal in Pennsylvania and later was a skipper on a coal barge on the Hudson River.

He retired from boating in 1919, and moved to Denville where his family had lived winters when the canal was frozen over. In 1927 he went to work for the Denville road department and retired in 1948. His hobby during the last seven years of his life was making scale models of canal boats in his home at 211 Morris Avenue.

\*\*\*\*\*

Bald Hill (Now Hill-Crest Drive) got its name from a bald eagle supposed to have nested among the rocks which made a "bald" spot on top of the mountain.

At one time a twin pine grew from out of the rocky ledge. Its height was such that the hardy souls who climbed it could see New York harbor, on a clear day. During the era of Ku Klux Klan gatherings, some pranksters set fire to the pine in order to frighten Denville residents. This of course destroyed the lookout.



*Brick building on right is site of Wadsworth Store about 1867 -  
Later American Stores. Buildings in Center of picture was  
P.O.S. of A. Hall.*

Richard Thome

"The Old Sow", an eighteen pounder cannon was located on Prospect Hill, a summit of the Short Hills, during the Revolution. This gun, always loaded, was fired at the first signs of the enemy. A pile of tar barrels and dry wood was kept near by and lighted at the first alarm. Smoke by day and bright light by night flashed the signal to Beacon Hill in Denville as well as to other spots in Morris Co.

The signals were also received at Rock Etam in Union Hill. Here the "watch" blew several blasts on a ram's horn to warn the residents, especially General Winds, whose farm lay in the valley just below.

\*\*\*\*\*

Beacon Hill is so named because of this service during the Revolution. Pine Knot torches flashed signals to Bald Hill and to Springfield, N. J. to warn of enemy movements. A fan (probably of metal) waved in front of the torch provided the code for messages.

\*\*\*\*\*

When the Seeing Eye was started in America in January, 1929, Mr. Wili Eberling went to Nashville, took the entire course of training, and himself turned dogs over to the blind. When it was found that the climate of Nashville was too warm, he offered the use of his place at Lake Openaka to house the trainers and the dogs, the training being done in Morristown. From April, 1929, to December 1, 1931, the working quarters of the Seeing Eye was at Lake Openaka. At the latter date it was moved to the present headquarters in Whippanny near Morristown. In the beginning, W. Eberling gave a number of his dogs to be trained as blind leaders. Later, he gave up his breeding operations in order to devote his entire time to the Seeing Eye of which he was executive Vice-President.

W. Eberling purchased the property from a fishing and game club and later acquired the Casterline Farm. When he passed away re-

cently, he left the house and lake to his nephew-in-law, Robert Price, and the balance of the property to his other nephew-in-law. The Robert Prices, who are very interested in local history, have contributed much to the information in this book.

Cornell's Tea Room, State Highway Route 6, Denville N. J.  
All Home cooking - Home made crullers a specialty.



First business on Broadway

Mrs. Cornell



First Store on Broadway as it appeared in 1963

In an interview with Mr. George Lash, he told of these interesting things: "Thomas Harriman was my grandmother's great grandfather. He "took up" land from Beach Glenn to Powerville under terms of the English crown. This was in the late 1600's. He was a Presbyterian minister and came from England. They say he had a little log church on his property somewhere along Pocono Road. He, his descendants and their descendants are all buried in the Denville Cemetery. His grandsons built log cabins on the 'return' as the land was called. The cabins disappeared, of course, but the wells are still there.

\*\*\*\*\*

We are indebted to Mr. Marshall Lash for many interesting old pictures and bits of information. He related that the original foundation for the house in which he now lives (corner Morris Ave. Kitchell Rd.) was laid in 1755. The living room has the hand-hewn beams made from tall white wood trees. These beams were in the stone kitchen of the original house. Wooden pegs which served as nails as well as "lath" stripping made from sapling trees are still in the family's possession. The grant of land where Mr. Lash's house stands was taken when the capitol of New Jersey was moved from Newark to Perth Amboy.

\*\*\*\*\*

Did you know that a line extends from Union Hill to Mt. Tabor marking the end of a glacial movement which left "pudding stones" in its wake? Few of these beautiful "pudding stones" are found south of this location. The northern limits of the "pudding stones" is the line which runs just south of Green Pond.

\*\*\*\*\*



Aunt Tillie and Uncle Stephen Dickerson's store on Diamond Spring (River Road) Road. Now Marvel Florist.

Mrs. Shepps



*Den Brook Bridge on Main St. 1906. Railings under water in flood of 1903.*

Raymond Righter

Did you know that the expression "I'm bushed" originated in these parts? Seems the ministers in those days 'rode circuit'. They preached perhaps only once or twice a year in the various villages. Now if you were young with plans for marriage in the making you had to set the date to coincide with the preacher's visits. When that date was determined the young man began to build a house. Other young men turned out to help so that all would be ready by the eventful day. Of course, there were refreshments for the workers. Sometimes they were the 'spirited' kind. Occasionally a young man would get too much so he'd crawl off underneath a bush to sleep it off. Anyone inquiring of his whereabouts would be told that 'he's bushed -- over there'.

\*\*\*\*\*

In 1903 this area had "40 days and 40 nights" of rain. The water rose and flooded the entire downtown section of Denville. There was approximately two feet of water in the barns of the Wayside Inn where Steven's Gasoline Service Station is now located. The guard rail on the bridge over Den Brook where it crosses Main Street was completely under water. Loaded freight cars were put on the Estling Lake dam to add weight to the dam to reduce the possibility of the dam giving way and causing worse flooding conditions. It was about a week before the water receded and the roads were again passable.

\*\*\*\*\*

This area has been the victim of several severe explosions in nearby areas, which took lives and did considerable property damage.

On July 10, 1926, during a severe thunderstorm, lightning struck a tree adjacent to a building in which depth charges were stored in the Naval Powder Depot at Lake Denmark. The depth charges exploded and adjoining magazines were touched off. All the buildings at the Powder Depot were leveled and most of the buildings in the Arsenal were severely damaged. The foundations of many of the buildings at the Naval Powder Depot which were not rebuilt may still be seen today.

The explosion damaged Dickerson's Indian Lake Store, and the old four room school which housed the library was severely damaged. Future use of the school building was curtailed until it was finally torn down. Damage was severe throughout the area and it was many days before things began to take on normalcy. Fortunately the accident occurred on a Saturday, and thus there were no civilian personnel in the area. It was a miracle that the total death toll was only fifteen which included all naval personnel and their guests.

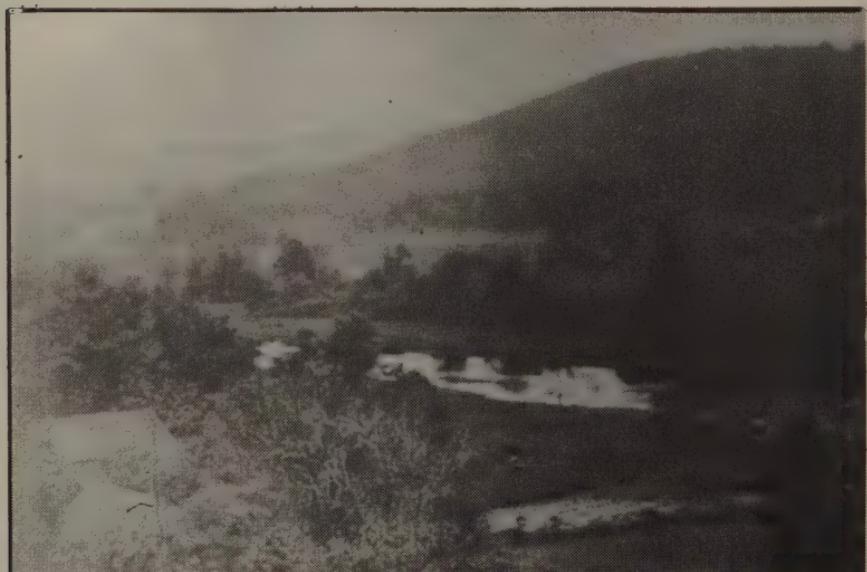
Another explosion that rocked Denville was at the Hercules Powder Plant on September 12, 1940. This explosion blew out windows on trains as far away as Port Jervis. In this explosion fifty-one were killed and over one hundred were injured. One of the employees of the plant who lives in Denville has related the super human speed and strength of the employees getting out of the path of the trouble.

\*\*\*\*\*

The phenomenal record of the Denville Volunteer Fire Department was marred early in 1963 when a man who was a guest from Baltimore dashed back into a burning building to save some personal belongings and in so doing lost his life. The fire occurred at Indian Lake on January 14, 1963.

\*\*\*\*\*

During 1963 the Martin Hiler Burial Ground was the point of a great deal of discussion. It is located on the site of the Lakeview School. This has long been recognized as a cemetery in local historical records. The property was purchase by John and Lockey



*The Tourne as viewed from near Martin Hiler Burial Ground.*



Joseph Cisco

Denville's First Truant Officer, "Uncle Jddy"  
Cooper (seated). Joseph Cisco standing,

Righter at a sheriff's sale in 1830. The legible grave markers showed that Elizabeth Hopler (died 3/16/1839) and Conrad Hopler (died 6/23/1843) were buried there. Shortly after the Civil War the Dickerson family had a hired hand who is also supposed to be buried there. There is no exact record of the number of persons in this cemetery. It was quite a shock to the teachers in the schools in early 1963 during the excavation for Lakeview School to have children bring parts of the human body to them and ask what kind of an animal it was from.

\*\*\*\*\*

In about 1905 a kerosene stove in one of the back rooms of the post office caught fire. The building was completely burned to the ground, with naturally some mail lost. The post office was temporarily located in the hall and kitchen of the Righter house in the building which still stands behind the Community Methodist Church on Church St. The new post office was built on about the same location as the one that burned.

\*\*\*\*\*

For years the highest vantage point in Denville Center was the windmill and the water storage tank for the Wayside Inn. It was a large tank for their own use and the windmill above the tank was nearly seventy-five feet in the air.

\*\*\*\*\*

Many long time Denville residents recall when President Hoover was a guest at the Diamond Spring Inn.

Many Denville boys were awarded medals for their valour in World War II. Nine of them failed to return after the conflict. The Korean War saw more of our boys called in to serve their country. One of these also failed to return. This section of the book should be closed by paying homage to those who served our Township, our State and our Country so well, and particularly to those who made the extreme sacrifice.



Mrs. Walter Joy

Peter Smith's house. Small L, now removed, believed to be oldest dwelling in Union Hill.



Mrs. Walter Joy

Peter's Pig Pen - Cave in rocks near Fire Tower, Union Hill. Smith hid his pigs here when Indians were on a rampage.



Denville Center in 1955. Diamond Spring Road, Broadway & Main St.



Arthur Strathman

Denville Center Intersection in 1928. Now Diamond Spring Road and Broadway



*Two views of intersection of  
Broadway and Diamond Spring Road*





*Main street looking west*



*Shopping Center at Broadway and Diamond Spring Road*





Lake Arrowhead Clubhouse 1930

Ralph Hall



Morris Canal

H. L. Barrett, Sr.

## CHAPTER XV

### Conclusion

Do you remember that sentence in the opening paragraph of this book-- "No one toured the countryside and decided that here would be located a township and that it should be named Denville". As you see many things worked together to form the township we now know as Denville Township. Long before we were a Township the hamlet of Denville existed as a village of Rockaway Township. When John Den built his home "where the brook joins the river" people began referring to it as "Den's place". The brook became Den's brook. More houses were built. Gradually the village took the name of Denville which really means Den's place and Den's Brook became Den Brook.

Some records of our growth have been well preserved, some have been lost, some are records handed down from generation to generation, orally. Every effort has been made to sift the correct from the incorrect, but however carefully work is done there is always room for error. It is sincerely hoped that these errors will be minor and that the work here set down will be used by young and old alike to develop a knowledge and appreciation of the things that have gone before us and a desire to make our town grow and grow toward a better and brighter future in all ways. Where dates could not be substantiated by factual printed data they were investigated by correlation. Where two or more people clearly recalled a date by a simultaneous incident in their own lives and they checked, the date was considered relatively accurate. Where a discrepancy occurred it was recorded as an approximate date or omitted.

In 1913 the village of Denville in Rockaway Township presented a variety of rural scenes different in but few aspects from the appearance of the same hamlet eighty years earlier. True there were perhaps one hundred and fifty year round homes scattered over the sprawling twelve and nine tenths square miles compared to six or eight eighty years earlier. The houses were few and the spaces between them ample with acreage. The river and streams, the ponds, the rolling hills, the green fields, and the beautiful woods were an attraction to every visitor. The Morris Canal came in the first years of this eighty year period and was still here when the decision was made to separate from Rockaway. It had neither spoiled the countryside nor had it brought the "boom" to Denville that it did to other municipalities along its shore. The canal actually provided natural beauty along its shadowy shores. The dusty rural roads into the forests and into neighboring farms provided a romantic lure for "city folk".

Here was a kerosene lamp civilization a scant 40 miles from New York City. The same family names held portions of the same land

owned by their forefathers. Men tilled the fertile fields or worked the canal in the summer and cut wood or ice during the winter. Like every small town, every secret was public knowledge and was discussed around the post office while the mail was sorted. As we dug, and dug, and dug some more for factual and interesting data for this publication enough interesting facts turned up for another book twice this size. It could be called "Denville Diary". Every effort was made to omit any incidents in Denville's history that could offend anyone or their descendants. Because of space many details have necessarily been eliminated as they were of such a nature that they would be of interest only to a few. A list of source materials is included in the Appendix so that getting such information may be easier for anyone who desires to carry the study further.

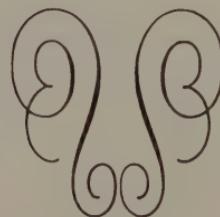
This book is being published in commemoration of Denville's 50th Anniversary as an independent municipality and as a part of our participation in New Jersey's Tercentenary in 1964.

Over 200 residents, former residents, historians, archaeologists, land surveyors, collectors, and organizations who have or have had a business interest in Denville Township were contacted to portray as factual a story as possible. Over 2000 miles were driven to dig out these facts, but there are bound to be important omissions and a few errors. They are, of course, accidental but it is the author's sincere hope that these will be brought to light.

It is also hoped that this book will encourage enough interest in Denville Township to inspire the organization of an historical society to preserve our precious heritage and heirlooms.

On this 50th Anniversary of Denville we should call special attention to the fact that the Girl Scouts are celebrating their 50th Anniversary this year also. They are in the middle of a complete reorganization on this their 50th Anniversary.

Many volunteer organizations have contributed much to the life and growth of Denville. To go into detail concerning their work would produce another volume. An attempt has been made to list them all in the Appendix. Again it is our sincere hope that none are omitted.



# APPENDIX

## *Denville Bonded Indebtedness*

| Year               | Bonded Indebtedness |
|--------------------|---------------------|
| December 31, 1962  | \$2,942,455.27      |
| September 4, 1963* | 5,321,114.66        |

Note: \* Anticipated

## *Estimated True Value of Township Property - 000 omitted*

| Type Property   | 1952     | 1953 (a) | 1962     | 1963 (b) |
|-----------------|----------|----------|----------|----------|
| Vacant          | \$11,200 | \$6,550  | \$2,223  | \$5,034  |
| Residential (c) |          |          | 45,400   | 57,274   |
| Farms           |          |          | 626      | 730      |
| Commercial      |          |          | 6,308    | 7,538    |
| Industrial      |          |          | 3,881    | 2,794    |
| Apartment       |          |          |          | 118      |
| Total Improved  | 27,980   | 22,790   | 56,215   | 68,454   |
| Grand Total     | \$39,180 | \$29,340 | \$58,438 | \$73,488 |

Percent of true  
value used for  
assessed valuation      12%      18%      15%      50%

Note: (a) Based on revaluation of 1952. (True value dropped approximately \$10,000,000 in 1953.)

(b) Based on revaluation of 1961-62. (True value increased approximately \$15,000,000 in 1963 on all property accompanied by a drop of over \$1,000,000 in industrial property.)

(c) Residential includes apartment units of four families or less.

(d) Estimated true value determined by dividing assessed valuation by the percentage used in year considered.

## *Denville Township Budget*

| Year | Budget<br>Appropriations<br>(nearest thousand) |
|------|--|
| 1913 | \$ 5*  |
| 1923 | 11   |
| 1933 | 80   |
| 1943 | 325  |
| 1953 | 353  |
| 1963 | 718  |

Note: \* This was the amount procured from Rockaway since taxes had been paid before separation.

# Denville Township Real Estate Valuations, January 1, 1963

| Type<br>Property                    | Number of<br>Parcels | Assessed<br>Valuation* |
|-------------------------------------|----------------------|------------------------|
| Residential<br>(less than 4 family) | 3548                 | \$28,637,000           |
| Vacant                              | 1513                 | 2,517,000              |
| Commercial                          | 163                  | 3,749,000              |
| Industrial                          | 12                   | 1,397,000              |
| Farms                               | 10                   | 365,000                |
| Apartments                          | 1                    | 59,000                 |
| TOTAL                               |                      | \$36,744,000           |

Note: \* In 1963 all property was assessed at 50% of true value.

## Denville's Population

|       |                  |
|-------|------------------|
| 1834  | 6 or 8 dwellings |
| 1880  | 384 people       |
| 1915  | 1012 people      |
| 1920  | 1205 people      |
| 1940  | 3066 people      |
| 1950  | 6055 people      |
| 1960  | 10,632 people    |
| 1963* | 12,000 people    |

Note. \*estimated

## Volunteer Organizations in Denville or who serve Denville

|                             |                               |
|-----------------------------|-------------------------------|
| Veterans of Foreign Wars    | Library Association           |
| V. F. W. Auxiliary          | Friends of the Library        |
| American Legion             | League of Women Voters        |
| Legion Auxiliary            | Denville Women's Club         |
| Legion Junior Auxiliary     | Parent Teachers Association   |
| Fire Department Association | Main St. P. T. A.             |
| Main St. Fire Company       | Lakeview P. T. A.             |
| Union Hill Fire Company     | Riverview P. T. A.            |
| Valley View Fire Company    | Morris Hills P. T. A.         |
| Emergency Squad             | Morris Catholic P. T. A.      |
| Fire Association Auxiliary  | Little League                 |
| Blue Caps                   | Mothers Auxiliary             |
| Boy Scouts - 5 troops       | Blue Angels - Midgets         |
| Cub Scouts - 3 packs        | Pee Wees                      |
| Girl Scouts - 18 units      | Recreation Commission         |
| Cadets                      | Police Athletic League        |
| Brownies                    | Antique Car Club              |
| 4-H Clubs - 7 units         | Morris Grange                 |
| Jaycees                     | Rock Ridge Lake               |
| Chamber of Commerce         | Lake Arrowhead                |
| Rotary                      | Denville Park Association     |
| Kiwanis                     | Union Hill Civic Association  |
| Lions                       | Glen-Brook Civic Association  |
|                             | Beacon Hill Civic Association |

Community Council  
 Community M. E. Church  
 Union Hill Presbyterian Church  
 St. Mary's R. C. Church  
 Undenominational Church  
 Church of the Savior - Episcopal  
 Bible Fellowship Church  
 Knights of Columbus  
 Daughters of the Union  
 Indian Lake  
 Estling Lake  
 Cedar Lake

Thursday Afternoon Club  
 W. S. C. S.  
 N. J. Foundation for the Blind  
 Daughters of the Union  
 Denville String Band  
 Civil Defense  
 Rosary Society  
 Golden Age Club  
 Great Books Adult Discussion Group  
 A. A. U. W. - College Club  
 Denville Anniversary Committee

## *References*

| Title  | Author                        | Source                                       |
|--|-------------------------------|--|
| "Rockaway Records"<br>(Family histories)                           | J. P. Crayon                  | Rockaway Public Library<br>Union Hill Chapel |
| Handwritten Ledger<br>(Family histories)                           | J. P. Crayon                  | Union Hill Chapel                            |
| Community M. E. Minutes<br>(Minutes from 1814)                     |                               | Community M. E. Church                       |
| History of Morris County<br>(Published in 1882)                    | Munzell                       | Mt. Tabor Library                            |
| A History of Morris County<br>(Published 1914)                     | Lewis Historical Company      | Denville Memorial Library                    |
| Morris County Leaders  | Lewis Historical Company      | Morris County Public Library                 |
| Municipal Archives of<br>New Jersey No. 14<br>Morris County Vol. 8 | Works Progress Administration | Denville Memorial Library                    |
| Atlas of Morris County   | Beers, Ellis, & Soule         | Morris County Public Library                 |
| Washington in Morris County  | J. F. Tuttle                  | The Historical Magazine,<br>June 1871        |
| Denville Herald  |                               |  |
| The Citizen  |                               |  |
| Dover Advance  |                               |  |
| Boonton Bulletin   |                               |  |
| St. Frances Health<br>Resort Pamphlet                              | C. J. Bostelmann              |  |
| Boonton, Gem of the<br>Mountains                                   | Business Men's Association    | Holmes Public Library, Boonton               |

FOR GOD AND COUNTRY



DEDICATED IN HONOR OF

THOSE WHO SERVED IN ALL  
THE WARS OF THE UNITED STATES

AND  
IN GRATEFUL MEMORY OF THOSE  
WHO MADE THE SUPREME SACRIFICE

WORLD WAR NO. I

HARCOOPER, JACK      PEER, JAMES A.

WORLD WAR NO. II

|                     |                      |
|---------------------|----------------------|
| BERDOME, CHARLES V. | MACLENNIE, ROBERT E. |
| BRUDZIAK, PHILIP    | MINOR, ALFRED A.     |
| COOL, ROBERT        | NEWMAN, ALFRED E.    |
| GLATTLY, RICHARD J. | PHILIPS, JOHN E.     |
| HENNING, CHARLES E. | ROLESON, C. W.       |
| HOGAN, ROBERT J.    |                      |

KOREAN WAR

CLARK, WALTER JR.

IN HUMBLE HOMAGE

FROM  
THE PEOPLE OF THE TOWNSHIP OF DENVILLE

Cover Design and Art by Ted Guerin



FOR GOD AND COUNTRY



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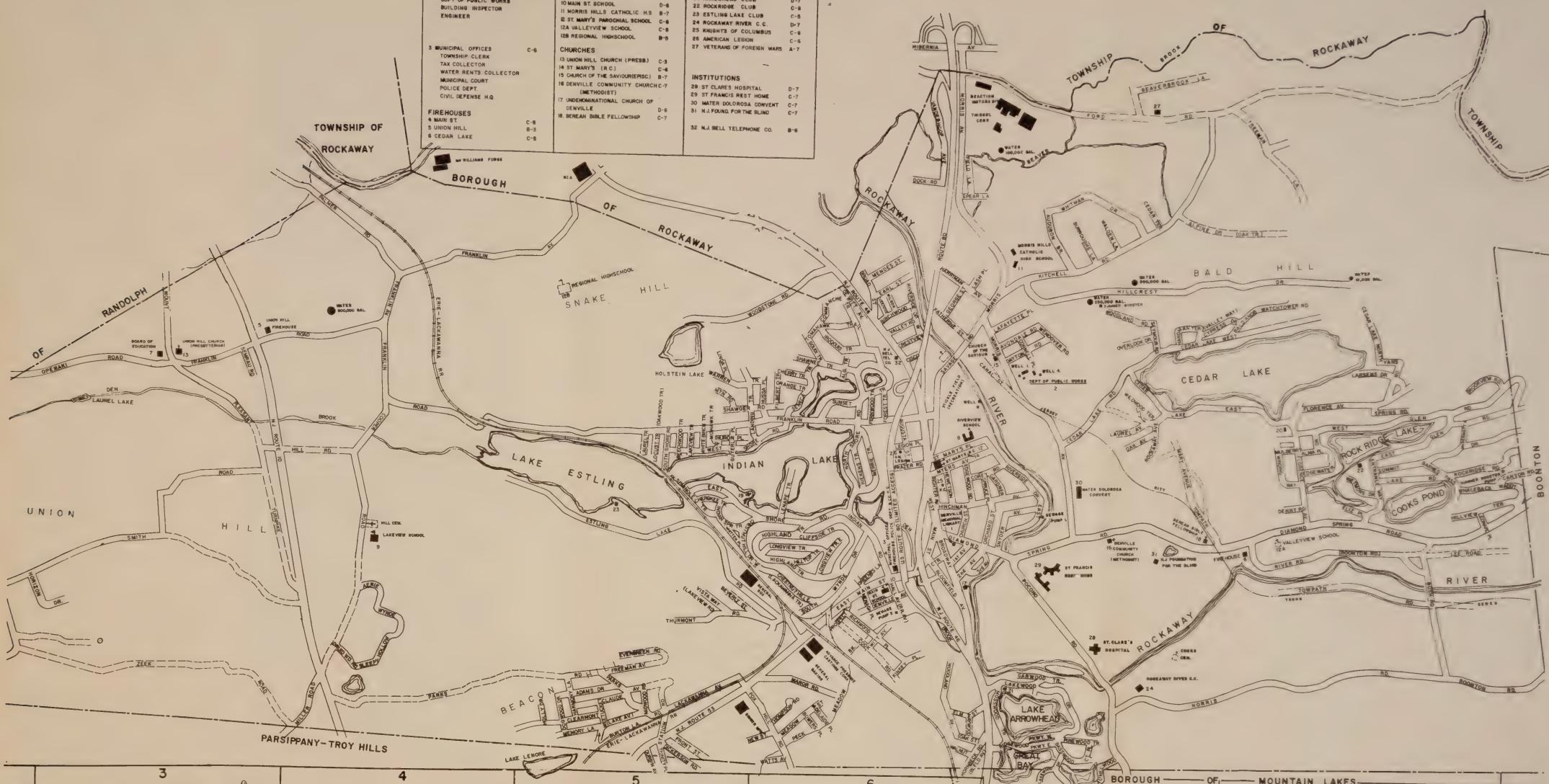
WORLD WAR NO. I  
HARCOURE, JACK            FEER, JAMES A.

WORLD WAR NO. II

|                     |                      |
|---------------------|----------------------|
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| BRDZIAK, PHILIP     | MINOR, APOLIN A.     |
| COOL, ROBERT        | NEWMAN, ALFRED E.    |
| GLATTI, RICHARD A.  | PHILIPS, JOHN E.     |
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KOREAN WAR  
CLARK, WALTER JR.

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**The HF Group**

Indiana Plant

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**1/19/2007**

